

CHAPTER 2B. REGULATORY SIGNS

Section 2B.01 Application of Regulatory Signs

The following is added to this section:

Standard:

Orders, ordinances and resolutions by local authorities which affect State highways shall be approved by Department of Transportation.

Support:

Signs required for enforcement are normally placed by, and at the expense of, the authority establishing the regulation.

Section 2B.02 Design of Regulatory Signs

The following is added to this section:

Support:

Sign design details are contained in FHWA's "Standard Highway Signs" book and Department of Transportation's "Traffic Sign Specifications". See Section 1A.11 for information regarding these publications.

Table 2B-101 shows a list of California Regulatory Signs.

Figure 2B-101 shows California Regulatory Signs.

Section 2B.05 STOP Sign Applications

The following is added to this section:

Support:

A STOP (R1-1) sign is not a "cure-all" and is not a substitute for other traffic control devices. Often, the need for a STOP (R1-1) sign can be eliminated if the sight distance is increased by removing obstructions.

Through Highways

Option:

STOP (R1-1) signs may be installed either at or near the entrance to a State highway, except at signalized intersections, or at any location so as to control traffic within an intersection. Refer to CVC 21352 and 21355. See Section 1A.11 for information regarding this publication.

Support:

When STOP (R1-1) signs or traffic control signals have been erected at all entrances, a highway constitutes a through highway. Refer to CVC 600.

Authority to place STOP (R1-1) signs facing State highway traffic is delegated to the Department of Transportation's District Directors.

Option:

Local authorities may designate any highway under their jurisdiction as a through highway and install STOP (R1-1) signs in a like manner. Refer to CVC 21354.

Standard:

No local authority shall erect or maintain any STOP (R1-1) sign or other traffic control device requiring a stop, on any State highway, except by permission of the Department of Transportation. Refer to CVC 21353.

Support:

The Department of Transportation will grant such permission only when an investigation indicates that the STOP sign will benefit traffic.

Table 2B-101. List of California Regulatory Signs (Sheet 1 of 7)

California (CA) Code	MUTCD Code	Title of Sign	Supplement Section	MUTCD Section
R1	R1-1	STOP	2B.05	2B.04, 2B.05
R1-2	R1-2	YIELD	2B.08	2B.08
R1-3	R1-3	4-WAY	None	2B.04
R1-4	R1-4	ALL WAY	None	2B.04
R2	R2-1	Speed Limit	2B.13	2B.13
R2-4	None	Speed Zone Ahead	2B.13	None
R3	None	End Speed Limit	2B.13	None
R4	M4-4	TRUCK	2B.13, 2B.14, 2B.116	2D.20
R6-3	None	TRUCKS, 3 AXLES OR MORE 55 MAXIMUM	2B.13	None
R6-3A	None	TRUCKS 3 AXLES OR MORE RIGHT 2 LANES ONLY	2B.32	None
R6-4	None	ALL VEHICLES WHEN TOWING 55 MAXIMUM	2B.13	None
R6-4A	None	ALL VEHICLES WHEN TOWING RIGHT 2 LANES ONLY	2B.32	None
R7	R4-7	Keep Right	2B.33	2B.33
R8	R4-10	RUNAWAY VEHICLES ONLY	2B.107	2C.13
R10	R6-1	ONE WAY	2B.37	None
R10A	R6-2	ONE WAY	2B.37	None
R11	R5-1	DO NOT ENTER	2B.34	None
R11A	R5-1a	WRONG WAY	2B.35	None
R13	R10-11a	NO TURN ON RED	2B.45	2B.45
R13A	None	No Right Turn on Red	2B.45	None
R13B	None	No Left Turn on Red	2B.45	None
R15	R3-3	NO TURNS	2B.19	None
R16	R3-1	No Right Turn	2B.19	None
R17	R3-2	No Left Turn	2B.19	None
R18	R3-7	RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT)	2B.21	2B.21
R18A	None	RIGHT (LEFT) LANE MUST EXIT	2B.21	None
R18B	None	RIGHT (LEFT) LANE FREEWAY ONLY	2B.21	None
R20	R12-5	Weight Limit	2B.36, 2B.49	None
R20A	None	Weight Limit	2B.49	None
R20B	R5-2	No Trucks	2B.36, 2B.49	2B.36
R20D Series	None	Truck Exclusion Plaques	2B.36, 2B.49	None
R20H	None	Truck Length Limit	2B.36	None
R20-1	None	No Trucks Variable Message	2B.36	None

Table 2B-101. List of California Regulatory Signs (Sheet 2 of 7)

California (CA) Code	MUTCD Code	Title of Sign	Supplement Section	MUTCD Section
R20-1A	None	NEXT RIGHT Plaque	2B.36	None
R21	None	Bridge Speed and Weight Limit	2B.36	None
R22	None	OK TO PARK ON BRIDGE	2B.39	None
R23	None	NO FISHING(JUMPING) FROM BRIDGE	2B.108	None
R24	None	PARK PARALLEL	2B.39	None
R25	None	PARK OFF PAVEMENT	2B.39	None
R26	None	NO PARKING ANY TIME	2B.39	None
R26(S)	None	NO STOPPING ANY TIME	2B.39	None
R26A	None	NO PARKING ANY TIME	2B.39	None
R26A(S)	None	NO STOPPING ANY TIME	2B.39	None
R26B	None	NO PARKING HERE TO CORNER	2B.39	None
R26C	None	NO PARKING HERE TO CORNER	2B.39	None
R26D	R8-3a	No Parking	2B.39	2B.39, 2B.40
R26E	R8-3d	No Parking Plaques	2B.39	2B.40
R26F	None	NO STOPPING FIRE LANE	2B.39	None
R26G	R7-9	NO PARKING BIKE LANE	None	9B.09
R26H	R7-9a	No Parking Bike Lane	None	9B.09
R26J	None	TOW-AWAY NO PARKING ANY TIME	2B.39	None
R27	None	NO PARKING ON BRIDGE	2B.39	None
R27A	None	NO PARKING ON BRIDGE	2B.39	None
R28	None	NO PARKING ANY TIME with Arrow	2B.39	None
R28(S)	None	NO STOPPING ANY TIME with Arrow	2B.39	None
R28A	None	NO PARKING ANY TIME with Arrow	2B.39	None
R28A(S)	None	NO STOPPING ANY TIME with Arrow	2B.39	None
R28B	None	NO PARKING VEHICLES OVER 6 FT HIGH	2B.39	None
R29	None	No Stopping/No Parking Specific Hours	2B.39	None
R30	None	No Parking Specific Hours	2B.39	None
R30A	None	No Parking Specific Hours	2B.39	None
R31	None	No Parking/Parking Specific Hours	2B.39	None
R31(S)	None	No Stopping/Parking Specific Hours	2B.39	None
R32	None	Limited Hour Parking Specific Hours	2B.39	None
R32A	None	Limited Minute Parking Specific Hours	2B.39	None
R32B	None	No Parking/Limited Hour Parking Specific Hours	2B.39	None
R33	None	NO LEFT TURN Specific Hours	2B.19	None
R33A	None	NO LEFT TURN Specific Hours	2B.19, 2B.26	None

Table 2B-101. List of California Regulatory Signs (Sheet 3 of 7)

California (CA) Code	MUTCD Code	Title of Sign	Supplement Section	MUTCD Section
R33B	None	NO LEFT TURN Specific Hours EXCEPT BUSES AND CARPOOLS	2B.26	None
R33C	None	NO LEFT TURN WHEN METERED EXCEPT BUSES AND CARPOOLS	2B.26	None
R34	R3-4	No U-Turn	2B.19	None
R34-2	R3-18	No U-Turn/No Left Turn	2B.19	None
R35	R14-1	TRUCK ROUTE	2B.51	2B.51
R36	None	Commercial Vehicle Weight Exclusion	2B.49	None
R37	None	Tow-Away No Stopping/No Parking Specific Hours	2B.39	None
R38	None	Tow-Away No Parking/Limited Hour Parking Specific Hours	2B.39	None
R38(S)	None	Tow-Away No Stopping/Limited Hour Parking Specific Hours	2B.39	None
R40	None	TWO WAY TRAFFIC AHEAD	2B.101	None
R43	R5-10c	PEDESTRIANS PROHIBITED	2B.36, 2E.50	2B.36
R44	R5-10a	PEDESTRIANS BICYCLES MOTOR- DRIVEN CYCLES PROHIBITED	2B.36, 2E.50, 9B.101	2B.36, 9B.08
R44A	None	Bike Path Exclusion	9B.07	None
R44B	None	BICYCLES MOTOR-DRIVEN CYCLES MUST EXIT	9B.101	None
R44C	None	BICYCLES MUST EXIT	9B.101	None
R45	R8-4	EMERGENCY PARKING ONLY	2B.39, 2B.42	2B.42
R47	None	\$1000 FINE FOR LITTERING	2B.109	None
R47A	None	\$1000 FINE FOR ANIMAL ABANDONMENT	2B.109	None
R48	None	SPEED ENFORCED BY RADAR	2B.13	None
R48-1	None	RADAR ENFORCED	2B.13	None
R48-2	None	SPEED ENFORCED BY AIRCRAFT	2B.13, 3B.20	None
R50	None	TURNOUT ¼ MILE	2B.102	None
R51	None	TURNOUT	2B.102	None
R52	None	SLOWER TRAFFIC USE TURNOUTS	2B.102	None
R52A	None	SLOWER TRAFFIC USE TURNOUTS TO ALLOW PASSING	2B.102	None
R53	R4-6	TRUCK LANE	2B.32, 3B.103	2B.32
R53A	None	END TRUCK LANE	2B.32, 3B.103	None
R53B	None	TRUCKS RIGHT LANE ONLY	2B.32, 3B.103	None
R53C	R4-5	TRUCKS USE RIGHT LANE	2B.32	2B.32
R53D	None	AUTOS WITH TRAILERS - TRUCKS - PROHIBITED	2B.36	None
R53E	None	END TRUCK LANE CONTROL	2B.32	None

Table 2B-101. List of California Regulatory Signs (Sheet 4 of 7)

California (CA) Code	MUTCD Code	Title of Sign	Supplement Section	MUTCD Section
R55	None	YIELD TO UPHILL TRAFFIC	2B.32, 3B.102	None
R56	R4-3	SLOWER TRAFFIC KEEP RIGHT	2B.13, 2B.32	2B.31, 2B.32
R57	None	BEGIN FREEWAY	2B.103	None
R58	None	END FREEWAY	2B.103	None
R59	R3-5	Mandatory Movement Lane Control	2B.20, 2B.21	2B.20, 2B.21
R60A	R3-6	Optional Movement Lane Control	2B.20, 2B.22	2B.20, 2B.22
R60B	None	Optional Movement Lane Control	2B.22	2B.22
R61 Series	None	Intersection Lane Control	2B.20	2B.20 thru 2B.23
R62A	R10-4	PUSH BUTTON FOR WALK SIGNAL	None	2B.45
R62B	R10-3	PUSH BUTTON FOR GREEN LIGHT	None	2B.45, 9B.10
R62C	None	Bike/Push Button for Green Light	9B.10	9B.10
R62D	R10-4b	Push Button for Walk Signal	None	2B.45
R62E	None	PUSH BUTTON FOR PEDESTRIAN WARNING LIGHTS – CROSS WITH CAUTION	2B.45	None
R63	R4-1	DO NOT PASS	2B.29	2B.29
R65	R8-8	DO NOT STOP ON TRACKS	2B.42, 8B.07, 10C.05	2B.42, 8B.07, 10C.05
R66	R10-7	DO NOT BLOCK INTERSECTION	2B.45	2B.45
R67	None	Two-Way Left Turn Lane	2B.24, 3B.03	None
R68	None	PASSING LANE AHEAD	2B.32	None
R70	None	TRUCKS OK	2B.104	None
R72	S4-2	WHEN CHILDREN ARE PRESENT	2C.42, 7B.11	7B.11
R73 Series	None	Intersection Lane Control	2B.19, 2B.20	2B.20 thru 2B.23
R73-7	R10-12	LEFT TURN YIELD ON GREEN (Symbolic Green Ball)	4D.111	2B.45, 4D.06
R74	None	CHAIN INSTALLATION ONLY	2B.106	None
R75	None	CHAINS REQUIRED (X MILE (X MILES)) AHEAD	2B.106	None
R76	None	CHAINS REQUIRED	2B.106	None
R76-1	None	ON SINGLE AXLE DRIVE VEHICLE WITH TRAILER	2B.106	None
R77	None	NO EXCEPTIONS	2B.106	None
R78	None	END CHAIN CONTROL	2B.106	None
R79	None	AUTOS & PICKUPS SNOW TIRES OK – CARRY CHAINS	2B.106	None
R80-1	None	4-W DRIVE WITH SNOW TIRES OK – CARRY CHAINS	2B.106	None

Table 2B-101. List of California Regulatory Signs (Sheet 5 of 7)

California (CA) Code	MUTCD Code	Title of Sign	Supplement Section	MUTCD Section
R81	None	Bike Lane	2H.02, 9B.04	None
R81A	None	BEGIN	9B.04	None
R81B	None	END	9B.04	None
R82A	None	Specific Hours/Days Plaque	2B.32, 3B.103	None
R82B	None	Specific Hours/Days Plaque	2B.26	None
R82-1	None	CARPOOL LANE AHEAD ____ MILE	2B.26	None
R84-1	None	END CARPOOL LANE	2B.26	None
R84-2	None	CARPOOL LANE ENDS ____ MILE	2B.26	None
R86	None	LEFT LANE CARPOOLS ONLY Specific Hours/Days	2B.26	None
R86-2	None	LEFT LANE CARPOOLS ONLY	2B.26	None
R86-3	None	LEFT LANE CARPOOLS ONLY Specific Hours/Days	2B.26	None
R87-1	None	CARPOOLS ONLY ____ OR MORE PERSONS PER VEHICLE	2B.26	None
R87-2	None	Route Shield CARPOOLS ONLY ____ OR MORE PERSONS PER VEHICLE	2B.26	None
R88	None	LEFT (CENTER OR RIGHT) LANE DO NOT STOP (BUSES ONLY)	2B.26	None
R89	None	1 CAR (2 CARS) PER GREEN	2B.26	None
R89-1	None	1 CAR (2 CARS) PER GREEN EACH LANE	2B.26	None
R89-2	None	1 CAR (2 CARS) PER GREEN THIS LANE	2B.26	None
R89-3	None	RIGHT (LEFT) LANE THIS SIGNAL	2B.26	None
R90	R10-6	STOP HERE ON RED	2B.26, 2B.45	2B.45, 8B.11, 8D.07, 10C.07
R90-1	None	ALL VEHICLES STOP ON RED	2B.26	None
R91	None	LEFT (RIGHT OR CENTER) CARPOOLS ____ OR MORE ONLY Specific Hours/Days	2B.26	None
R91-1	None	LEFT (RIGHT OR CENTER) CARPOOLS ____ OR MORE ONLY WHEN METERED	2B.26	None
R91-2	None	(HOV) NO TRUCKS OVER 5 TONS OR VEHICLES WITH TRAILERS	2B.26	None
R91-3	None	LEFT (RIGHT OR CENTER) CARPOOLS ____ OR MORE ONLY	2B.26	None
R91B	None	AUTOS/PICKUPS 2 SEATERS WITH 2 PERSONS OK	2B.26	None
R92	None	BUSES ONLY CARPOOLS OK Specific Hours/Days	2B.26	None
R93-2	None	CARPOOL IS ____ OR MORE PERSONS PER VEHICLE	2B.26	None
R93A	None	VEHICLES WITH DMV CLEAN AIR DECAL OK	2B.26	None

Table 2B-101. List of California Regulatory Signs (Sheet 6 of 7)

California (CA) Code	MUTCD Code	Title of Sign	Supplement Section	MUTCD Section
R94	None	Mandatory/Optional Carpool Movement Lane Control	2B.26	None
R95	R5-6	Bicycle Prohibition	9B.08	2B.36, 9B.08
R96	R9-3a	Pedestrian Prohibition	None	2B.44, 4D.03
R96B	R9-3b	USE CROSSWALK	None	2B.44
R98	R6-3a	Divided Highway Crossing (T)	None	2B.38
R98A	R6-3	Divided Highway Crossing (4-Leg)	None	2B.38
R99	None	Disabled Parking Only	2B.39	None
R99A	R7-8a, R7-8b	VAN ACCESSIBLE	2B.39	2B.40
R100A	None	TOW-AWAY SPECIAL PLACARD OR LICENSE PLATE REQUIRED	2B.39	None
R100B	None	Disabled Tow-Away	2B.39	None
R101	None	PRIVATE ROAD (PRIVATE PROPERTY) VEHICLE CODE ENFORCED	2B.105	None
R102	None	Hazardous Waste Prohibited	2B.52	None
R102A	None	HAZARDOUS WASTE PROHIBITED	2B.52	None
R103	None	Hazardous Waste Permitted	2B.52	None
R103A	None	HAZARDOUS WASTE PERMITTED	2B.52	None
R104	None	Hazardous Material Prohibited	2B.52	None
R104A	None	HAZARDOUS MATERIAL PROHIBITED	2B.52	None
R105	None	Hazardous Material Permitted	2B.52	None
R105A	None	HAZARDOUS MATERIAL PERMITTED	2B.52	None
SR2	None	Rest Area Disclaimer	2B.110	None
SR5-1	None	KEEP RIGHT EXCEPT TO PASS	2B.29	None
SR6-1	None	WAIT HERE UNTIL SCALE CLEAR	2B.44	None
SR7-1	None	RELEASE BRAKES WHILE ON SCALE	2B.50	None
SR8-1	None	SET PARKING BRAKES	2B.50	None
SR9-1	None	LOADED	2B.50	None
SR10-1	None	EMPTY	2B.50	None
SR11-1	None	EMPTY 5 MPH	2B.50	None
SR12-1	None	LOADED 3 MPH	2B.50	None
SR13-1	None	Theft CHP Plaque	2B.50	None
SR15	None	Seat Belt	2B.54	2B.54
SR15A	None	SAFETY BELT LAW ENFORCED	2B.54	None
SR17	None	TRUCKS NOT GIVEN BYPASS SIGNAL MUST ENTER OPEN SCALES	2B.50	None
SR18	None	NO EXPLOSIVES OR FLAMMABLES	2B.52	None
SR19-1	None	EXPLOSIVES AND CORROSIVES PROHIBITED WITHOUT PERMIT	2B.52	None

Table 2B-101. List of California Regulatory Signs (Sheet 7 of 7)

California (CA) Code	MUTCD Code	Title of Sign	Supplement Section	MUTCD Section
SR20-1	None	SNOW NOT REMOVED BEYOND HERE	2B.39	None
SR22-1	None	DUMPING PROHIBITED	2B.119	None
SR23-1	None	NO HOUSEHOLD GARBAGE	2B.119	None
SR27-1	None	ONE LANE BRIDGE FOR TRUCKS AND BUSES	5C.06	None
SR28	R11-1	KEEP OFF MEDIAN	None	2B.47
SR29	R12-1	Weight Limit	2B.49	2B.49
SR39A	None	LEFT TURN ON GREEN ARROW ONLY – NO U TURN	2B.45	None
SR39A(U)	None	LEFT OR U TURN ON GREEN ARROW ONLY	2B.45	None
SR40	None	Width Limit	2B.50	None
SR41	None	ALL BUSES STOP AT SCALES	2B.50	None
SR42	None	ALL BUSES with Arrow	2B.50	None
SR43	None	GOLF CARTS OK DAYLIGHT HOURS	2B.111	None
SR44	None	Bus and Truck Registration	2B.117	None
SR45	R4-7a	KEEP RIGHT with Arrow	None	2B.33
SR45A	R4-7b	KEEP RIGHT with Arrow	None	2B.33
SR46	None	EMERGENCY ACCESS KEEP CLEAR	2B.112	None
SR47	None	OFF HIGHWAY VEHICLE COMBINED USE NEXT (X) MILES	2B.113	None
SR48	None	NO OFF HIGHWAY VEHICLES BEYOND THIS POINT	2B.113	None
SR49	None	TOW-AWAY NO PARKING WHEN SNOW REMOVAL CONDITIONS EXIST	2B.39	None
SR50-1	None	CARPOOL VIOLATION \$___ MINIMUM FINE	2B.26	None
SR50-2	None	CARPOOL VIOLATION \$___ MINIMUM FINE	2B.26	None
SR51	R1-2a	TO ONCOMING TRAFFIC	2B.08	None
SR52	R15-6	No Vehicles On Tracks	None	10C.12
SR53	None	SPECIAL DRIVING ZONE BEGINS HERE – DOUBLE FINE ZONE	2B.118	None
SR54	None	DOUBLE FINE ZONE	2B.118	None
SR55	None	SPECIAL DRIVING ZONE ENDS HERE	2B.118	None
SR56	None	Traffic Signal PHOTO ENFORCED	2B.40	None
SR57	None	ALL TRUCKS – 2 AXLE AND MORE – STOP AT SCALE	2D.46	None
SR58	None	RED LIGHT VIOLATION \$ ___ FINE	2B.46	None
SR59	None	TRAFFIC FINES DOUBLED	7B.101	None

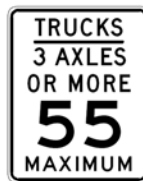
**Figure 2B-101. California Regulatory Signs
(Sheet 1 of 8)**



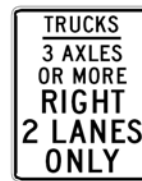
R2-4



R3



R6-3



R6-3A



R6-4



R6-4A



R13A



R13B



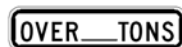
R18A



R18B



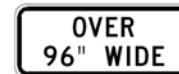
R20A



R20D-1



R20D-2



R20D-3



R20D-4



R20H



R20-1



R20-1A



R21



R22



R23



R24



R25



R26



R26(S)

Note: All sign codes are California (CA) Codes.

**Figure 2B-101. California Regulatory Signs
(Sheet 2 of 8)**



R26A



R26A(S)



R26B



R26C



R26F



R26J



R27



R27A



R28



R28(S)



R28A



R28A(S)



R28B



R29



R30



R30A



R31



R31(S)



R32



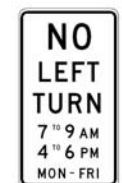
R32A



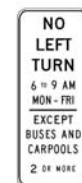
R32B



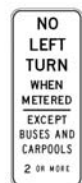
R33



R33A



R33B



R33C

Note: All sign codes are California (CA) Codes.

**Figure 2B-101. California Regulatory Signs
(Sheet 3 of 8)**



R36



R37



R38



R38(S)



R40



R44A



R44B



R44C



R47



R47A



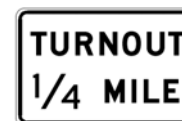
R48



R48-1



R48-2



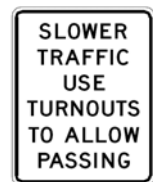
R50



R51



R52



R52A



R53A



R53B



R53D



R53E



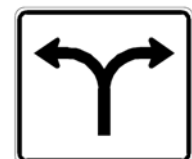
R55



R57



R58



R60B

Note: All sign codes are California (CA) Codes.

**Figure 2B-101. California Regulatory Signs
(Sheet 4 of 8)**



R61-1



R61-3



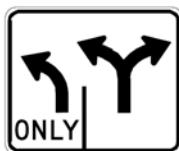
R61-5



R61-7



R61-9



R61-11



R61-13



R61-15



R61-17



R61-19



R61-22



R61-24



R61-26



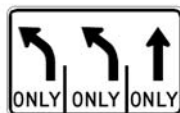
R61-28



R61-30



R61-32



R61-34



R61-36



R62C



R62E



R67



R68



R70



R73-1



R73-2

Note: All sign codes are California (CA) Codes.

**Figure 2B-101. California Regulatory Signs
(Sheet 5 of 8)**



R73-3



R73-4



R73-5



R73-6



R73-8



R74



R75



R76



R76-1



R77



R78



R79



R80-1



R81



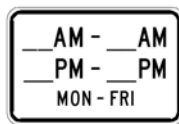
R81A



R81B



R82A



R82B



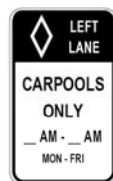
R82-1



R84-1



R84-2



R86



R86-2



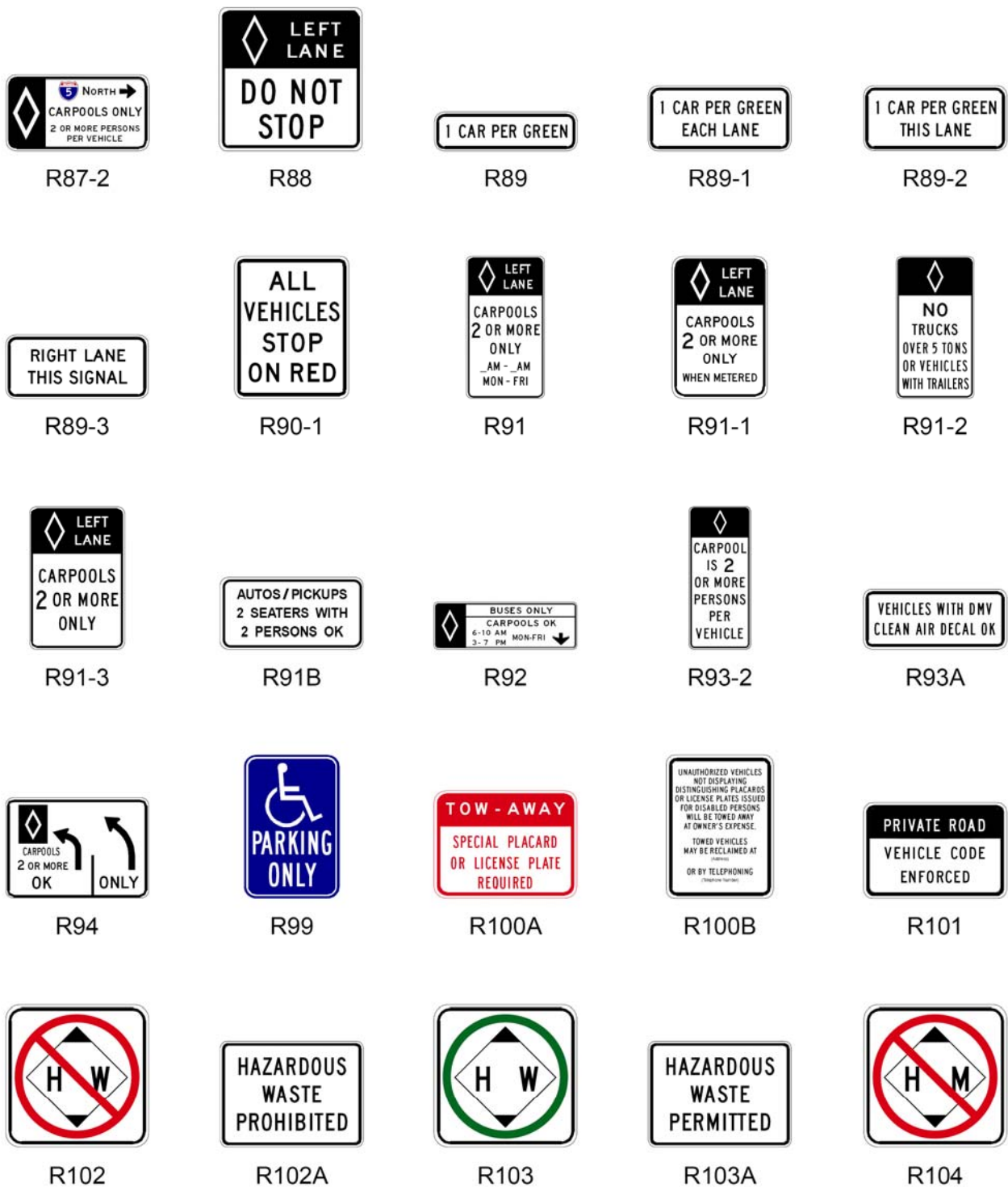
R86-3



R87-1

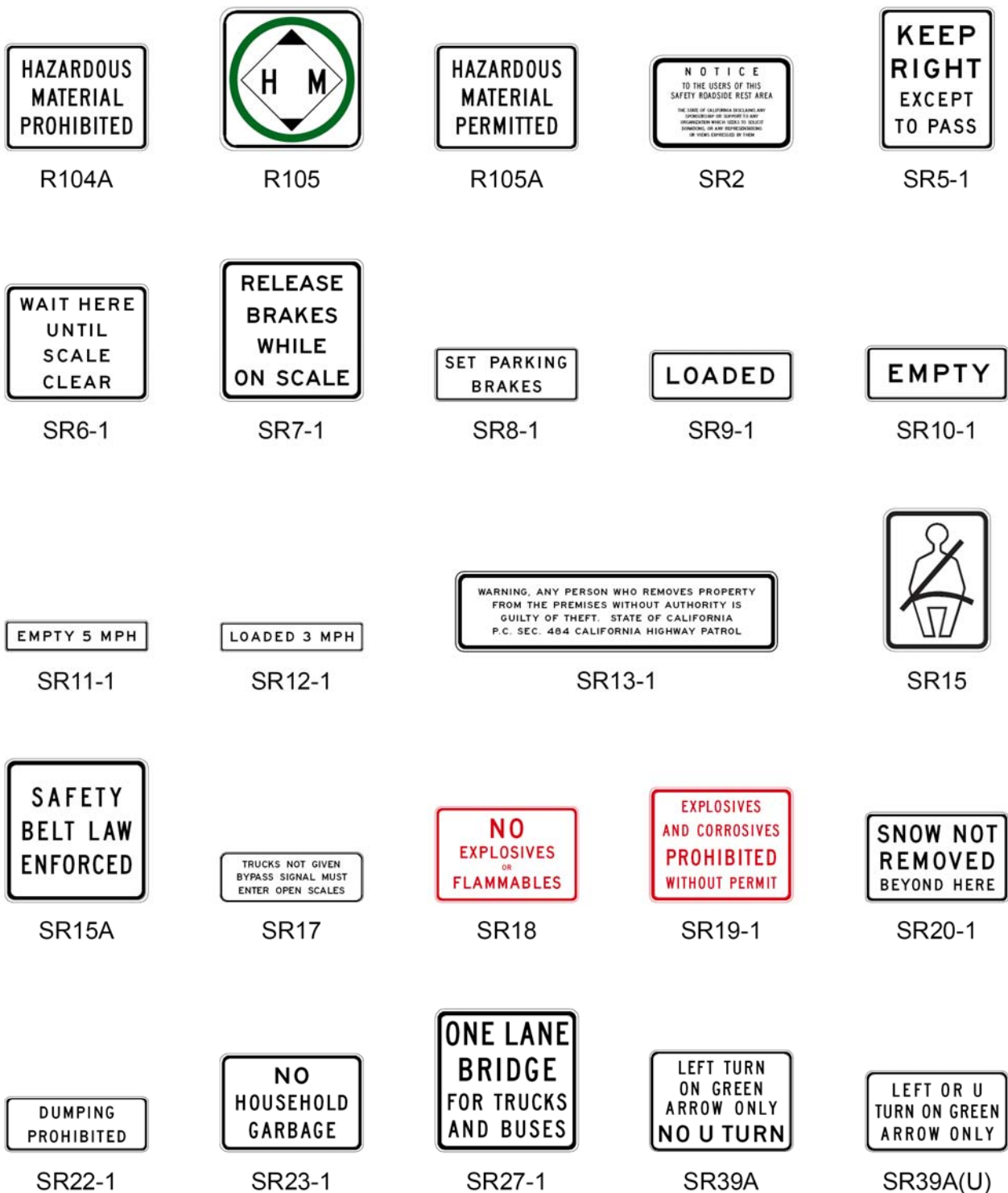
Note: All sign codes are California (CA) Codes.

**Figure 2B-101. California Regulatory Signs
(Sheet 6 of 8)**



Note: All sign codes are California (CA) Codes.

**Figure 2B-101. California Regulatory Signs
(Sheet 7 of 8)**



Note: All sign codes are California (CA) Codes.

**Figure 2B-101. California Regulatory Signs
(Sheet 8 of 8)**



SR40



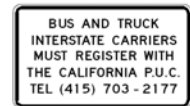
SR41



SR42



SR43



SR44



SR46



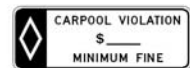
SR47



SR48



SR49



SR50-1



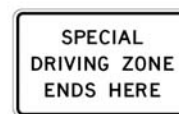
SR50-2



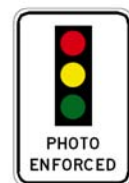
SR53



SR54



SR55



SR56



SR57



SR58



SR59

Note: All sign codes are California (CA) Codes.

Section 2B.06 STOP Sign Placement

The following is added to this section:

Standard:

When a required stop is to apply at the entrance to an intersection from a one-way street with a roadway of 9.1 m (30 ft) or more in width, stop signs shall be erected both on the left and the right sides of the one-way street at or near the entrance to the intersection. Refer to CVC 21355.

Section 2B.08 YIELD Sign (R1-2)

The following is added to this section:

Standard:

The TO ONCOMING TRAFFIC (R1-2a) sign when used, shall be mounted on the same post and immediately below a YIELD (R1-2) sign.

Guidance:

The width of the R1-2a sign should be equal to the width of the YIELD (R1-2) sign.

Figure 2B-1 STOP, YIELD, Speed Limit, FINES HIGHER, and Photo Enforcement Signs**Standard:**

No sign shall have a metric unit or message, except per CVC 21351.3. Hence, the following signs shall not be used in California with metric messages unless specifically allowed per CVC 21351.3.

Speed Limit (R2-1) Metric version.

Truck Speed Limit (R2-2) Metric version.

Night Speed Limit (R2-3) Metric version.

The Truck Speed Limit (R2-2) sign shall not be used in California. See Section 2B.14.

Section 2B.10 YIELD Sign Placement

The following is added to this section:

Standard:

YIELD signs shall not be erected upon the approaches to more than one of the intersecting streets. Refer to CVC 21356.

Section 2B.12 In-Street Pedestrian Crossing Signs (R1-6, R1-6a)**Standard:**

The In-Street Pedestrian Crossing (R1-6a) sign is deleted as a stop is not required in California per CVC 21950.

Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs**Standard:**

The In-Street Pedestrian Crossing (R1-6a) sign is deleted as a stop is not required in California per CVC 21950.

Section 2B.13 Speed Limit Sign (R2-1)

The following is added to this section:

Support:

Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

Refer to Section 2B.116 for additional information on Speed Limits and Zones. Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control areas. Refer to Part 7 for speed limit signs in school areas.

Signs**Standard:**

The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.

When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (CA Code R6-3) sign shall be installed approximately 230 m (750 ft) following each R2-1 sign.

The ALL VEHICLES WHEN TOWING 55 MAXIMUM (CA Code R6-4) sign shall be installed approximately 230 m (750 ft) following the R6-3 (CA Code) sign.

Guidance:

The R6-3 and R6-4 (CA Codes) signs should be placed on highway segments where speeds in excess of 90 km/h (55 mph) are permitted.

Option:

The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (CA Code R6-1) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1 (CA Code) signs may be necessary.

Support:

Refer to CVC Section 22406 for types of vehicles subject to the 90 km/h (55 mph) maximum speed limit.

Option:

The Speed Zone Ahead (CA Code R2-4) sign may be used to inform the motorist of a reduced speed zone.

Standard:

The R2-4 (CA Code) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.

The End Speed Limit (CA Code R3) sign shall only be used to mark the end of a speed zone.

The R3 (CA Code) sign shall not be used at a transition into a change in speed limits within a reduced zone.

Option:

The R3 (CA Code) sign may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

Standard:

Speed limit signs shall be placed at the beginning of all restricted speed zones.

Option:

Where speed zones are longer than 1.6 km (1 mi), intermediate signs may be placed at approximate 1.6 km (1 mi) intervals. For three or more lanes in each direction, dual installation may be used.

Standard:

The Speed Limit (R2-1) and End Speed Limit (CA Code R3) signs, as appropriate shall be placed at the end of all restricted speed zones.

Freeways with 110 km/h (65 mph) and those segments where a speed limit of 110 km/h (70 mph) has been approved by the Department of Transportation, with approval by the California Highway Patrol, shall be posted as follows:

- **At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.**
- **R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 40 km (25 mi) intervals.**

Option:

- The 40 km (25 mi) interval may be modified to include locations following entrance ramps.

Standard:

- The R6-3 (CA Code) sign shall be installed approximately 230 m (750 ft) following each R2-1 sign, both at the beginning and throughout each 95 (60), 110 (65) or 110 (70) km/h (mph) segment.
- The R6-4 (CA Code) sign shall be installed approximately 230 m (750 ft) following each R6-3 (CA Code) sign.

Option:

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

Standard:

- Signs shall be placed in protected locations.
- At the end of the 110 (70)/110 (65) km/h (mph) segment, R2-1 signs shall be installed off of the right shoulder.

Freeway segments where a 90 km/h (55 mph) speed limit has been approved by the Department of Transportation, with the approval of the California Highway Patrol, shall be posted as follows:

- The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.

Guidance:

- Subsequent signs should then be posted on the right shoulder, on approximate 4.8 km (3 mi) intervals, with no more than 3 interchanges between signs.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Conventional highways with 90 km/h (55 mph) speed limits should be posted as follows:

Standard:

- The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.

Guidance:

- Subsequent signs should then be posted on approximate 8 to 16 km (5 to 10 mi) intervals and immediately after locations where significant volumes of traffic enter the segment.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Conventional highways with 110 km/h (65 mph) speed limits should be posted as follows:

- The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.
- Subsequent signs should then be posted at 8 to 16 km (5 to 10 mi) intervals and after locations where significant volumes of traffic enter the segment.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Option:

Pavement markings with appropriate numerals (see Section 3B.19) may be used to supplement speed limit signs.

Standard:

The R2-1 and CA Code R6-3 and R6-4 signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.

Guidance:

The R2-1 and CA Code R6-3 and R6-4 signs should be placed in a location to be most effectively viewed by the approaching motorists.

Speed Enforced Signs**Option:**

The SPEED ENFORCED BY RADAR (CA Code R48) sign may be used where the California Highway Patrol has received authority to use radar and requests such signs.

Guidance:

One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.

Support:

The R48 (CA Code) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

Option:

The RADAR ENFORCED (CA Code R48-1) sign may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

Guidance:

When used, the R48-1 (CA Code) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.

Option:

The SPEED ENFORCED BY AIRCRAFT (CA Code R48-2) sign may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

Standard:

The R48-2 (CA Code) sign shall be used for both directions of travel.

Guidance:

The R48-2 (CA Code) sign should be placed at the beginning of the section and spaced at 40 km (25 mi) intervals. See Figure 3B-106.

Vehicle Speed Feedback Signs**Option:**

A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

Standard:

If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX.

The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background.

When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5.

Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.

Guidance:

To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.

Option:

When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

In lieu of lights, legend may be retroreflective film for flip-disk systems.

The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

Support:

Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in work zones.

Section 2B.14 Truck Speed Limit Sign (R2-2)**Standard:**

The Truck Speed Limit (R2-2) sign shall not be used in California. The TRUCK (M4-4) plaque placed above the Speed Limit (R2-1) sign shall be used instead.

The following is added to this section:

Standard:

The TRUCK (M4-4) plaque shall be placed above the Speed Limit (R2-1) sign to indicate the truck speed limit. It shall also be placed above the End Speed Limit (CA Code R3) sign to mark the end of truck speed limits.

Support:

Refer to Section 2B.13 and 2B.116 for more details.

Section 2B.15 Night Speed Limit Sign (R2-3)

The following is added to this section:

Support:

Refer to CVC 22355.

Section 2B.16 Minimum Speed Limit Sign (R2-4)

The following is added to this section:

Support:

Refer to CVC 22400.

Figure 2B-3 Speed Limit and Turn Prohibition Signs**Standard:**

No sign shall have a metric unit or message, except per CVC 21351.3. Hence, the following signs shall not be used in California with metric messages unless specifically allowed per CVC 21351.3.

Minimum Speed Limit (R2-4) Metric version.

Speed Limit and Minimum (R2-4a) Metric version.

Section 2B.18 Location of Speed Limit Signs**Standard:**

Paragraph 3 (“Speed Limit signs...”) is deleted.

The following is added to this section:

Standard:

Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 110 km/h (65 mph) or 110 km/h (70 mph) at a maximum of 40 km (25 mi) intervals.

Option:

The 40 km (25 mi) interval may be modified to include locations following entrance ramps.

Standard:

Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 110 km/h (65 mph) at 8 km (5 mi) to 16 km (10 mi) intervals.

Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 90 km/h (55 mph) at approximately 4.8 km (3 mi) intervals with no more than 3 interchanges between signs.

Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 90 km/h (55 mph) at 8 km (5 mi) to 16 km (10 mi) intervals.

Section 2B.19 Turn Prohibition Signs (R3-1 through R3-4, and R3-18)**Standard:**

This section is deleted for application and shall not be used in California. It is replaced with the following:

Support:

Motorists can make a semicircular or U-turn on a green signal or green arrow except where such turn is prohibited by signs. Refer to CVC 21451 and 21454.

Option:

Local authorities, by ordinance, may prohibit the making of any turning movement by any vehicle at any intersection or between any designated intersections. Refer to CVC 22113.

Standard:

No such ordinance shall be effective with respect to a State highway until approved by the Department of Transportation.

Option:

The Department of Transportation may restrict turning movements on State highways. Refer to CVC 21352.

Support:

A thorough investigation is necessary to determine whether or not the prohibited movements can be satisfactorily made at other locations without undue circuitry of travel.

Refer to CVC 22101 for Turn Prohibition signs.

Standard:

The NO TURNS (R3-3) sign shall be used in advance of an intersection to indicate that turns are prohibited.

Guidance:

On a two-way street, one sign should be used at the near right corner and one sign at the far right corner, facing approaching traffic. On a one-way street, signs should be placed on the near left and right corners facing approaching traffic.

Standard:

The No Right/Left Turn (R3-1/R3-2) sign shall be placed at an intersection to indicate that a right/left turn is prohibited.

Guidance:

Turn Prohibition signs should be placed where they will be most easily seen by drivers intending to turn.

Standard:

The No Right Turn (R3-1) sign shall be placed at the near right corner of the intersection or overhead.

Option:

If signals are present, the R3-1 sign may be installed adjacent to a signal face viewed by motorists in the right lane.

Standard:

On one-way roads, the No Left Turn (R3-2) sign shall be placed at the near left corner facing traffic approaching the intersection.

Option:

If signals are present, the R3-2 sign may be placed adjacent to a signal face viewed by motorists in the left lane.

Standard:

On two-way two lane roads (one lane each direction), the No Left Turn (R3-2) sign shall be placed on the near right corner and far left corner facing traffic approaching the intersection.

Option:

If signals are present, the R3-2 sign may be installed adjacent to the signal face viewed by motorists.

Guidance:

On two-way multi-lane roads, the No Left Turn (R3-2) sign should preferably be placed overhead over the left lanes, in the median adjacent to the left lanes, or at the far left corner facing approaching traffic where they will be most easily seen by drivers intending to turn.

Option:

When the movement restriction applies during certain time periods only, the following Turn Prohibition signing alternatives may be used and are listed in order of preference:

- A. Changeable message signs or internally illuminated signs that are lighted and made legible only during the restricted hours.
- B. A supplemental plate stating the applicable hours and days prohibited, mounted below the sign. The NO LEFT TURN Specific Hours (CA Code R33 and R33A) signs may be used if left turns are prohibited during certain time periods.

Standard:

The No U-Turn (R3-4) shall be used where U turns are prohibited except when Intersection Lane Control signs (CA Code R73 Series) are used at signalized intersections with separate left turn phases.

The No U-Turn/No Left Turn (R3-18) shall be used where both, left turns and U turns are prohibited.

Guidance:

The appropriate R3-4 or R3-18 sign should be placed as follows:

- A. On undivided roads without traffic signals, place on the near right and far left corners of the intersection.
- B. On undivided roads with traffic signals, place on the far right and far left corners of the intersection, or on the signal mast arm.
- C. On divided roads at both signalized and unsignalized intersections, place in the median on the near and far side of the intersection, and on the signal mast arm at signalized intersections.

Section 2B.20 Intersection Lane Control Signs (R3-5 through R3-8)

The following is added to this section:

Option:

Where all approach lanes are required to turn in the same direction, the Mandatory Movement lane Control (R3-5, R3-5a) signs may be ground mounted.

Where there is only one approach lane, the Optional Movement Lane Control (R3-6) signs may be ground mounted.

The Advance Intersection Lane Control (R3-8) signs may be overhead or ground mounted.

Guidance:

The Intersection Lane Control (R3-5 through R3-8) signs should be used to indicate the movements for specific lanes at an intersection. The arrows should be selected according to lane requirements.

Option:

The Intersection Lane Control (CA Code R73 Series) signs may be used to indicate the types of movements permitted at intersections. The R73 Series (CA Code) signs may also be used in lieu of the No U-Turn (R3-4) sign to indicate that U-turns are prohibited, when they are prohibited, at signalized intersections with separate left turn phases.

Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs may be installed at the intersection.

Support:

The R73-1 through R73-4 and R73-8 (CA Codes) signs are typical for overhead mounting either on an overhead mast arm or on lightweight structures. The R73-5 and R73-6 (CA Code) signs are standard for ground mounted installations. See Figure 2B-102.

Section 2B.21 Mandatory Movement Lane Control Signs (R3-5, R3-5a, and R3-7)

The following is added to this section:

Support:

Refer to CVC 22101 for Mandatory Movement Lane Control signs.

Option:

The Mandatory Movement Lane Control (R3-5) sign may be used to indicate the type of movement permitted at a major intersection where ground mounted signing is not adequate.

Standard:

The RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT) (R3-7) sign shall be used when a turning movement is required, except when a clearly marked additional lane is provided for the mandatory turn. When the additional lane is provided, a pavement arrow marking shall be placed at the beginning of the additional lane.

Guidance:

Signs or markings should be repeated in advance of mandatory turn lanes when necessary to prevent entrapment and to help motorists select the appropriate lane before reaching the end of the line of waiting vehicles.

The R3-7 sign should be erected on the appropriate side of the road, 45 to 90 m (150 to 300 ft) in advance of the turn.

Option:

The THRU TRAFFIC MERGE LEFT (RIGHT) (W4-1a) sign may be used in advance of the R3-7 sign.

Standard:

The RIGHT (LEFT) LANE MUST EXIT (CA Code R18A) sign shall be used to indicate a freeway lane drop. The R18A (CA Code) sign shall be placed at the beginning of the 200 mm (8 in) solid white line approaching the exit ramp. The R18A (CA Code) signs shall not be used at freeway to freeway connectors. See Figure 3B-10 (CA) in Part 3 for details.

Guidance:

The RIGHT (LEFT) LANE FREEWAY ONLY (CA Code R18B) sign should be used on non-freeway facilities to indicate that a particular lane only leads to a freeway entrance and on to the freeway. The sign should be used in conjunction with, and at the beginning of, the 200 mm (8 in) solid white lines indicating that traffic in that lane has a mandatory movement leading to a freeway.

Standard:

The Mandatory Movement Lane Control (R3-5) signs shall be used where a right or left turn at an intersection is mandatory. On one-way roads, dual installation shall be made. Also refer to Section 3B.19.

Section 2B.22 Optional Movement Lane Control Sign (R3-6)

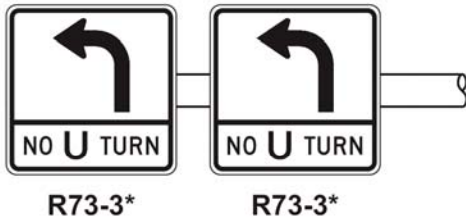
The following is added to this section:

Option:

The Optional Movement Lane Control (R3-6 and CA Code R60B) signs may be used to indicate the type of movement permitted at a major intersection where ground mounted signing is not adequate.

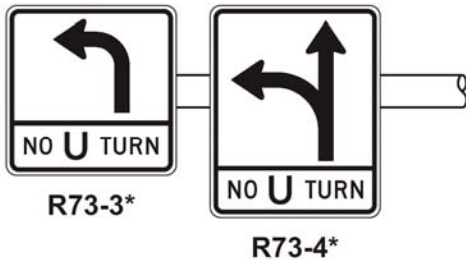
Guidance:

The R3-6 signs should not be used at signalized intersections with separate left turn phases. The R3-6 signs should be installed on pole mounted mast-arms over the lane to which they apply.

Figure 2B-102. U-Turn Signs for Signalized Intersections with Separate Turn Phase**TWO LEFT-TURN LANES WITH OVERHEAD U-TURN SIGNS****U-Turns Prohibited**

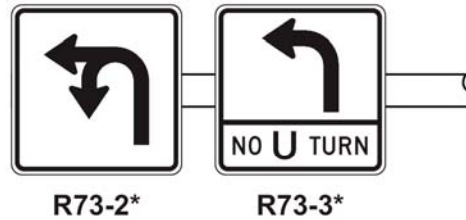
R73-3*

R73-3*



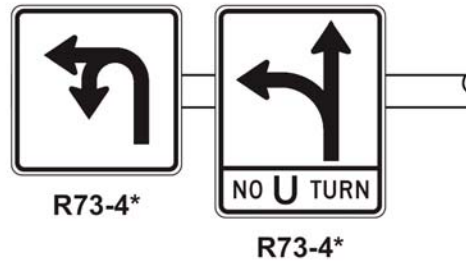
R73-3*

R73-4*

U-Turns Permitted

R73-2*

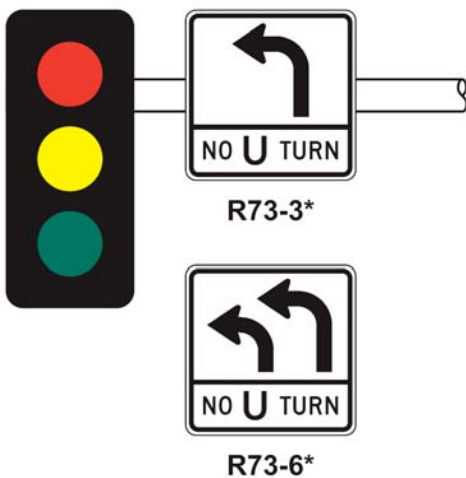
R73-3*



R73-4*

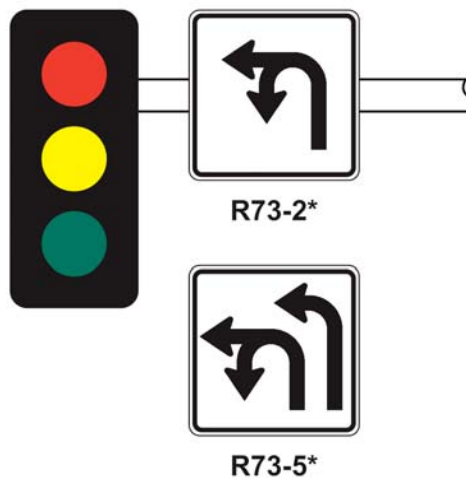
R73-4*

See Department of Transportation's Standard Plans for Mounting Details

SIGNAL MASTARM MOUNTED U-TURN SIGNS

R73-3*

R73-6*



R73-2*

R73-5*

See Department of Transportation's Standard Plans for Mounting Details

*CA Code R73 Series Signs

Section 2B.23 Advanced Intersection Lane Control Signs (R3-8 Series)

Guidance:

Paragraph 1 (“Advance Intersection...”) is deleted and replaced with the following:

Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs should be used to indicate the configuration of all lanes ahead where there are optional lanes, mandatory turn lanes without turning bays or unshadowed turn lanes,

The following is added to this section:

Option:

Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs may be installed at the intersection.

Section 2B.24 Two-Way Left Turn Only Signs (R3-9a, R3-9b)

Option:

In Paragraph 1 (“Two-Way Left Turn...”) the word “should” is changed to “may”.

The following is added to this section:

Option:

The Two-Way Left Turn Lane (CA Code R67) sign may be installed in locations to indicate that a lane near the center of the highway is set aside for use by vehicles making left turns in both directions from or into the highway.

Support:

See Figures 3A-108 and 3B-7 (CA) for pavement marking applications for Two-Way Left Turn Lanes

Section 2B.26 Preferential Only Lane Signs (R3-10 through R3-15)

Standard:

This section is deleted for application and shall not be used in California. It is replaced with the following:

Support:

For State highways, see Department of Transportation’s High Occupancy Vehicle (HOV) Guidelines and Ramp Meter Design Manual. See Section 1A.11 for information regarding these publications.

Refer to CVC 21655.5 for Exclusive- or Preferential-Use Lanes for High Occupancy Vehicles.

Option:

The NO TURN ON RED (R10-11a) sign may be used to restrict right turns onto ramp. The R10-11a sign may be used in combination with the Specific Hours/Days (CA Code R82B) Plaque.

Guidance:

The NO LEFT TURN Specific Hours (CA Code R33A) sign should be installed on local streets (with concurrence of local agency) whenever left turns are restricted during peak hours. The NO LEFT TURN Specific Hours EXCEPT BUSES AND CARPOOLS (CA Code R33B) should be installed on local streets (with concurrence of local agency) whenever left turns are restricted to buses and carpools only during peak hours. The NO LEFT TURN WHEN METERED EXCEPT BUSES AND CARPOOLS (CA Code R33C) should be installed on local streets (with concurrence of local agency) whenever left turns are restricted to buses and carpools only during periods of ramp metering.

Standard:

The CARPOOL LANE AHEAD ___ MILE (CA Code R82-1) sign shall be used to indicate the distance to the beginning of an HOV facility.

The Specific Hours/Days Plaque (CA Code R82B) shall be used to designate the period of HOV operation for part time HOV facilities.

Support:

The R82B (CA Code) sign is generally used with the CARPOOL LANE AHEAD ___ MILE (CA Code R82-1) sign.

Standard:

The END CARPOOL LANE (CA Code R84-1) sign shall be used to designate the end of a HOV lane for contiguous, buffered, or barriered HOV facilities.

Support:

The R84-1 (CA Code) sign is located at the end of the HOV lane and generally downstream from the CARPOOL LANE ENDS ____ MILE (CA Code R84-2) sign.

Standard:

The CARPOOL LANE ENDS ____ MILE (CA Code R84-2) sign shall be used to indicate the distance to the end of an HOV lane.

Support:

The R84-2 (CA Code) sign is located in advance of the END CARPOOL LANE (CA Code R84-1) sign.

Standard:

The LEFT LANE CARPOOLS ONLY Specific Hours/Days (CA Code R86) sign shall be used when the left lane is designated as a carpool only lane during specified times and reverts to mixed flow operation.

Support:

The R86 (CA Code) sign is generally located at the beginning of the HOV lane. The R86 (CA Code) sign is also used in tandem with the CARPOOL IS ____ OR MORE PERSONS PER VEHICLE (CA Code R93-2) sign and repeated as a package.

Standard:

The LEFT LANE CARPOOLS ONLY (CA Code R86-2) sign shall be used when the left lane is designated for carpools only on a full time basis.

Support:

The R86-2 (CA Code) sign is generally located at the beginning and at ingress/egress points of the HOV facility. The R86-2 (CA Code) sign is used in tandem with the CARPOOL IS ____ OR MORE PERSONS PER VEHICLE (CA Code R93-2) sign and repeated as a package.

Option:

The R86-2 (CA Code) sign may also be used by itself as needed between long intervals without onramps or at ingress/egress locations.

Standard:

The LEFT LANE CARPOOLS ONLY Specific Hours/Days (CA Code R86-3) sign shall be used when the left lane is designated as a carpool only lane during specified times and reverts to mixed flow operation.

Support:

The R86-3 (CA Code) sign is generally located at the beginning of the HOV lane. The R86-3 (CA Code) sign is also used in tandem with the CARPOOL IS ____ OR MORE PERSONS PER VEHICLE (CA Code R93-2) sign and repeated as a package.

Standard:

The CARPOOLS ONLY ____ OR MORE PERSONS PER VEHICLE (CA Code R87-1) sign shall be used near the beginning of the HOV facility and at ingress/egress locations to restrict the lane to high occupancy vehicles and to indicate occupancy requirements for buffered or barriered HOV facilities.

Option:

The R87-1 (CA Code) sign may also be used at the beginning of contiguous HOV facilities.

Standard:

The Route Shield CARPOOLS ONLY ____ OR MORE PERSONS PER VEHICLE (CA Code R87-2) sign shall be used to restrict the HOV drop ramps for high occupancy vehicles only and to indicate the number of persons required per vehicle.

Guidance:

The LEFT (CENTER OR RIGHT) LANE DO NOT STOP (BUSES ONLY) (CA Code R88) sign should be used to indicate that the HOV lane is not required to stop. The R88 (CA Code) sign should be placed on the same side as the HOV lane, upstream of the meter.

Support:

The 1 CAR (2 CARS) PER GREEN (CA Code R89) or 1 CAR (2 CARS) PER GREEN EACH LANE (CA Code R89-1) or 1 CAR (2 CARS) PER GREEN THIS LANE (CA Code R89-2) sign is used under the lower signal head at freeway ramp meter locations, to indicate the number of vehicles allowed for each green. When used on a signal mast arm, they are placed to the right of the signal head that applies.

The RIGHT (LEFT) LANE THIS SIGNAL (CA Code R89-3) sign is used under the lower signal head at freeway ramp meter locations, where individual signal heads are used for each lane of traffic. When used on a signal mast arm, it is placed to the right each signal head that applies.

Guidance:

The STOP HERE ON RED (R10-6) sign should be placed on the Type 1 standards near the limit line at a three-lane ramp meter.

Option:

The R10-6 sign may also be used at other locations.

Support:

The R10-6 sign is used to emphasize the required observance of the signal limit line, such as the metering signal controlling traffic on metered freeway entrance ramps.

Guidance:

The ALL VEHICLES STOP ON RED (CA Code R90-1) sign should be placed when converting a non-metered HOV bypass lane to a metered operation.

Option:

The R90-1 (CA Code) sign may also be used on new installations where potential for confusion exists.

Support:

The LEFT (RIGHT OR CENTER) CARPOOLS ____ OR MORE ONLY Specific Hours/Days (CA Code R91) sign is used to clearly indicate the lane, number of persons per vehicle, hours and days a designated lane is restricted for use by high occupancy vehicles only.

Option:

An alternate 2 line message may be used in place of the time and day, on lines 6 and 7 of the R91 (CA Code) sign.

Guidance:

When used, the R91 (CA Code) sign should be placed near a diamond symbol pavement marking.

Support:

The LEFT (RIGHT OR CENTER) CARPOOLS ____ OR MORE ONLY WHEN METERED (CA Code R91-1) sign is used to clearly indicate the lane and number of persons per vehicle required to use the designated high occupancy vehicle lane.

Option:

An alternate 1 line message may be used in place of WHEN METERED on line 6 of the R91-1 (CA Code) sign.

The (HOV) NO TRUCKS OVER 5 TONS OR VEHICLES WITH TRAILERS (CA Code R91-2) sign may be placed adjacent to the HOV lane, as needed, where incidences of trucks or vehicles with trailers in the HOV lanes have commonly occurred and on surface streets approaching HOV drop ramps.

Guidance:

When used, the R91-1 (CA Code) sign should be placed near a diamond symbol pavement marking.

Support:

The LEFT (RIGHT OR CENTER) CARPOOLS ____ OR MORE ONLY with Specific Hours/Days (CA Code R91) or WHEN METERED (CA Code R91-1) allows SOVs (Single Occupancy Vehicles) in the lane during non metering periods of the ramp metering operation.

The LEFT (RIGHT OR CENTER) CARPOOLS ____ OR MORE ONLY (CA Code R91-3) sign is used to clearly indicate the lane and number of persons per vehicle required to use the designated high occupancy vehicle lane.

Guidance:

When used, the R91-3 (CA Code) sign should be placed near a diamond symbol pavement marking.

Support:

The R91-3 (CA Code) sign prohibits SOVs from using the HOV lane at all times.

The AUTOS/PICKUPS 2 SEATERS WITH 2 PERSONS OK (CA Code R91B) sign is placed below the R91 (CA Code) signs where carpools are 3 or more persons per vehicle. Refer to Section 30101.8 of the Streets & Highways Code.

Option:

The BUSES ONLY CARPOOLS OK Specific Hours/Days (CA Code R92) may be used in addition to ground mounted signs.

Standard:

The CARPOOL IS ____ OR MORE PERSONS PER VEHICLE (CA Code R93-2) sign shall be placed near the beginning of HOV facilities.

Support:

The R93-2 sign is also used in tandem with the LEFT LANE CARPOOLS ONLY (CA Code R86-2) sign and repeated as a package.

Standard:

If used, the VEHICLES WITH DMV CLEAN AIR DECAL OK (CA Code R93) sign shall be placed below the R91, R91-1, R91-3 or R93-2 (CA Codes) sign. Refer to CVC 21655.9.

Option:

The Mandatory/Optional Carpool Movement Lane Control (CA Code R94) sign may be installed on local streets when one of the mandatory turn lanes (left or right) is designated as a HOV only lane.

Option:

The CARPOOL VIOLATION \$____ MINIMUM FINE (CA Code SR50-1) sign may be used to supplement the CARPOOL VIOLATION \$____ MINIMUM FINE (CA Code SR50-2) sign on HOV facilities where violation rates are particularly high.

Support:

The SR50-1 (CA Code) sign is normally a retrofit situation where the sign can be “piggybacked” onto an existing overhead sign where the support is structurally adequate to support the additional sign.

Guidance:

The CARPOOL VIOLATION \$____ MINIMUM FINE (CA Code SR50-2) sign should be placed near the beginning of all HOV facilities and may be placed at ingress/egress locations for buffered or barriered HOV facilities.

Option:

The SR50-2 (CA Code) sign may be repeated at 3.2 km (2 mile) intervals or as needed at locations experiencing high violation rates.

Section 2B.27 Preferential Only Lanes for High-Occupancy Vehicles (HOVs)**Standard:**

This section is deleted for application and shall not be used in California. See Section 2B.26.

Section 2B.28 Preferential Only Lane Sign Applications and Placement**Standard:**

This section is deleted for application and shall not be used in California. See Section 2B.26.

Section 2B.29 DO NOT PASS Sign (R4-1)**Standard:**

In Paragraph 1 (“The DO NOT PASS...”) second sentence, the word “may” is changed to “shall”.

The following is added to this section:

Standard:

When used, the DO NOT PASS (R4-1) sign shall be positioned at the actual point where the passing restriction begins, and at intervals within, a section of highway through which conditions indicate that passing needs to be restricted.

Support:

Typical examples of where the R4-1 sign could be applied are shown in Figures 3B-12 (CA) and 3B-107.

Option:

The R4-1 sign may be used in conjunction with temporary traffic control signs.

The KEEP RIGHT EXCEPT TO PASS (CA Code SR5-1) sign may be used at the beginning of a passing lane to encourage slower traffic to keep in the right lane, except when passing slower vehicles. Refer to CVC 21659.

Section 2B.32 Slow Moving Traffic Lane Signs (R4-5, R4-6)**Standard:**

In Paragraph 2 (“If an extra lane...”) last sentence, the word “should” is changed to “shall”.

The following is added to this section:

Option:

The TRUCKS 3 AXLES OR MORE RIGHT 2 LANES ONLY (CA Code R6-3A) sign may be used on divided highways having four or more lanes for traffic in one direction where this type of vehicle, unless designated, is restricted to the two right lanes. See CVC 21655 and 22348(c).

The ALL VEHICLES WHEN TOWING RIGHT 2 LANES ONLY (CA Code R6-4A) sign may be used on divided highways having four or more lanes for traffic in one direction where this type of vehicle, unless designated, is restricted to the two right lanes. See CVC 21655 and 22348(c).

Standard:

The END TRUCK LANE (CA Code R53A) sign shall be placed at the end of a truck lane.

The END TRUCK LANE CONTROL (CA Code R53E) sign shall be placed at the end of a segment of roadway in which trucks are restricted to a particular lane.

The TRUCKS RIGHT LANE ONLY (CA Code R53B) sign shall be used when a climbing lane is provided and it is necessary to prohibit trucks from passing slower moving vehicles. Signs shall be placed at the beginning of the restriction and at approximately 0.4 km (0.25 mi) intervals. When the restriction is necessary during certain hours, the Specific Hours/Day Plaque (CA Code R82A) shall be placed below the R53B (CA Code) sign.

Option:

The TRUCKS USE RIGHT LANE (R4-5) sign may be placed to advise trucks that they must use the right lane except to pass slow moving vehicles as provided in CVC 21654.

Standard:

The YIELD TO UPHILL TRAFFIC (CA Code R55) sign shall be used facing downhill traffic where a climbing lane has been provided and where a one-direction no passing marking has been placed to allow downhill traffic to pass. Refer to CVC 21661. See Section 3B.102 and 3B.103 for further details.

The **SLOWER TRAFFIC KEEP RIGHT (R4-3)** sign shall be used at the beginning of passing lanes. Refer to CVC 21654. See Figure 3B-12 (CA) for application of signing and markings for lane reductions.

The **PASSING LANE AHEAD (CA Code R68)** sign shall be used to inform motorists on a two-lane highway that an additional lane is available ahead for passing slower traffic

Figure 2B-8. Passing, Keep Right, and Truck Lane Signs

Standard:

No sign shall have a metric unit or message, except per CVC 21351.3. Hence, the **TRUCK LANE (R4-6)** sign shall not be used in California with metric messages unless specifically allowed per CVC 21351.3.

Section 2B.33 Keep Right and Keep Left Signs (R4-7, R4-8)

Guidance:

In Paragraph 1 (“The Keep Right...”) first sentence, the word “may” is changed to “should”.

Section 2B.34 DO NOT ENTER Sign (R5-1)

Standard:

This section and Figure 2B-10 are deleted and replaced with the following:

The **DO NOT ENTER (R5-1)** sign and **WRONG WAY (R5-1a)** sign shall be used at the exit end of a one-way road or ramp to inform motorists that an entrance thereto is prohibited.

Option:

The **WRONG WAY (R5-1a)** sign may be used on streets and highways under local jurisdiction.

Standard:

The **R5-1** and the **R5-1a** signs shall be placed in the head-on position to a wrong-way movement.

Guidance:

At least one set of **R5-1** and **R5-1a** signs should be visible from each decision point on each likely wrong-way approach.

Support:

See section 2E.50 for wrong-way traffic control at interchange ramps and Figures 2B-13 (CA), 2B-14(CA) and 3B-12 (CA) for examples of signs and lane reduction markings.

Section 2B.35 WRONG WAY Sign (R5-1a)

Standard:

This section is deleted for application and shall not be used in California. Refer to Section 2B.34 for the **WRONG WAY (R5-1a)** sign.

Figure 2B-10. Example of Wrong-Way Signing for a Divided Highway with a Median Width of 9 m (30 ft) or Greater

Standard:

Figure 2B-10 is deleted and replaced with Figure 2B-13 (CA).

Section 2B.36 Selective Exclusion Signs

The following is added to this section:

Support:

Refer to CVC 21101 through 21104, 22402 through 22405 and 35650 through 35755 for Truck Exclusion signs.

The **No Trucks (R5-2)** sign is used together with a Truck Exclusion plaque (CA Code R20D Series) to specify the maximum width or other restrictions in effect.

Guidance:

An alternative route should be evaluated for height, weight and size restrictions. Appropriate signs should be posted along the route to advise motorists of any restrictions.

Option:

Advance signs may be necessary to give trucks an opportunity to turn around and retrace their path or select another route.

Standard:

The R5-2 signs shall be placed at each end of the affected portion of a highway section. They shall be placed at a distance of not more than 150 m (500 ft) from the ends of an affected bridge or structure.

The Bridge Speed and Weight Limit (CA Code R21) sign shall be used to specify the maximum speed permitted on a bridge or structure for vehicles over a specified weight. The R21 (CA Code) sign shall not be erected more than 150 m (500 ft) in advance of the bridge or structure.

Option:

The R21 (CA Code) sign, when used with the Weight Limit (R12-5) sign, may be placed on the same post.

The Truck Length Limit (CA Code R20H) sign may be used at locations where a semi-truck over 20 m (65 ft) in length and a semi-truck with trailer over 23 m (75 ft) in length is prohibited.

The No Trucks Variable Message (CA Code R20-1) sign may be used with an advance guide sign where there is a truck restriction.

Standard:

The NEXT RIGHT (CA Code R20-1A) Plaque shall be used below the R20-1 (CA Code) sign when no advance guide sign is available.

Option:

The AUTOS WITH TRAILERS - TRUCKS – PROHIBITED (CA Code R53D) sign may be used at locations where these vehicles are prohibited from using the roadway.

Restrictions on Use of Freeways**Support:**

CVC Section 21960 authorizes the Department of Transportation and local authorities, with respect to freeways under their respective jurisdictions, to prohibit or restrict the use of freeways by pedestrians, bicycles or other non-motorized traffic or by any person operating a motor-driven cycle or a motorized bicycle.

Standard:

Restrictions on use of a freeway shall be by the order of Department of Transportation, District Director.

No ordinance or resolution of local authorities shall apply to any State highway until the proposed ordinance or resolution has been presented to, and approved in writing by, the Department of Transportation.

Support:

The District Directors have been delegated the authority to issue orders restricting the use of freeways. They are also authorized to approve orders, ordinances or resolutions of local authorities, which would restrict the use of State highways.

It is the Department's policy to restrict the use of freeways when a satisfactory alternate route is available.

Standard:

The PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES PROHIBITED (R5-10a) sign shall be used on a freeway at or near the beginning of the section of freeway to which the prohibition applies and on the right side of freeway entrance ramps.

Guidance:

Prior to placement of the R5-10a sign on State highways, an order signed by the Department of Transportation's District Director should be on file.

At the end of freeway sections where both bicycles and pedestrians have been allowed, and on the continuing freeway where such traffic is prohibited, the R5-10a sign should be placed beyond the exit ramp gore.

Option:

The R5-10a sign may be modified by deleting the word BICYCLES at locations where bicycles are permitted on freeway shoulders.

Standard:

The PEDESTRIANS PROHIBITED (R5-10c) sign shall be used at all freeways exit ramps to inform the public that pedestrians are prohibited.

Guidance:

The R5-10c sign should be placed on the left facing pedestrian traffic, which might enter a freeway exit ramp. The sign should be placed up the ramp to avoid conflict with the ramp terminal signs.

Option:

Dual installations may be used where pedestrian problems exist.

Support:

See 2E.50 for additional details.

Section 2B.37 ONE WAY Signs (R6-1, R6-2)**Standard:**

This section is deleted for application and replaced with the following:

Option:

Authorities in charge of any highway may designate, by ordinance or resolution, any roadway, part of a roadway, or specific lanes for one-way traffic. Refer to CVC 21657.

Standard:

No such ordinance shall be effective with respect to a State highway until approved by the Department of Transportation.

Option:

If, by local ordinance, a State highway through a city has been made one of a pair of one-way streets, the Commission may adopt the additional street into the State Highway System. Refer to Streets and Highways Code Section 111.5. See Section 1A.11 for information regarding this publication.

Standard:

The ONE WAY (R6-1) sign shall be used on one-way streets, divided highways, and ramp terminals to indicate streets or roadways upon which vehicular traffic is required in one direction only.

The R6-1 signs shall be placed on the far right and in the median on the left side of traffic entering the highway where the median is more than 9 m (30 ft) wide as shown in Figure 2B-13 (CA).

On State highways where medians are less than 9 m (30 ft) wide, raised or unpaved, the R6-1 signs shall be placed in the median as shown in Figure 2B-14 (CA).

Option:

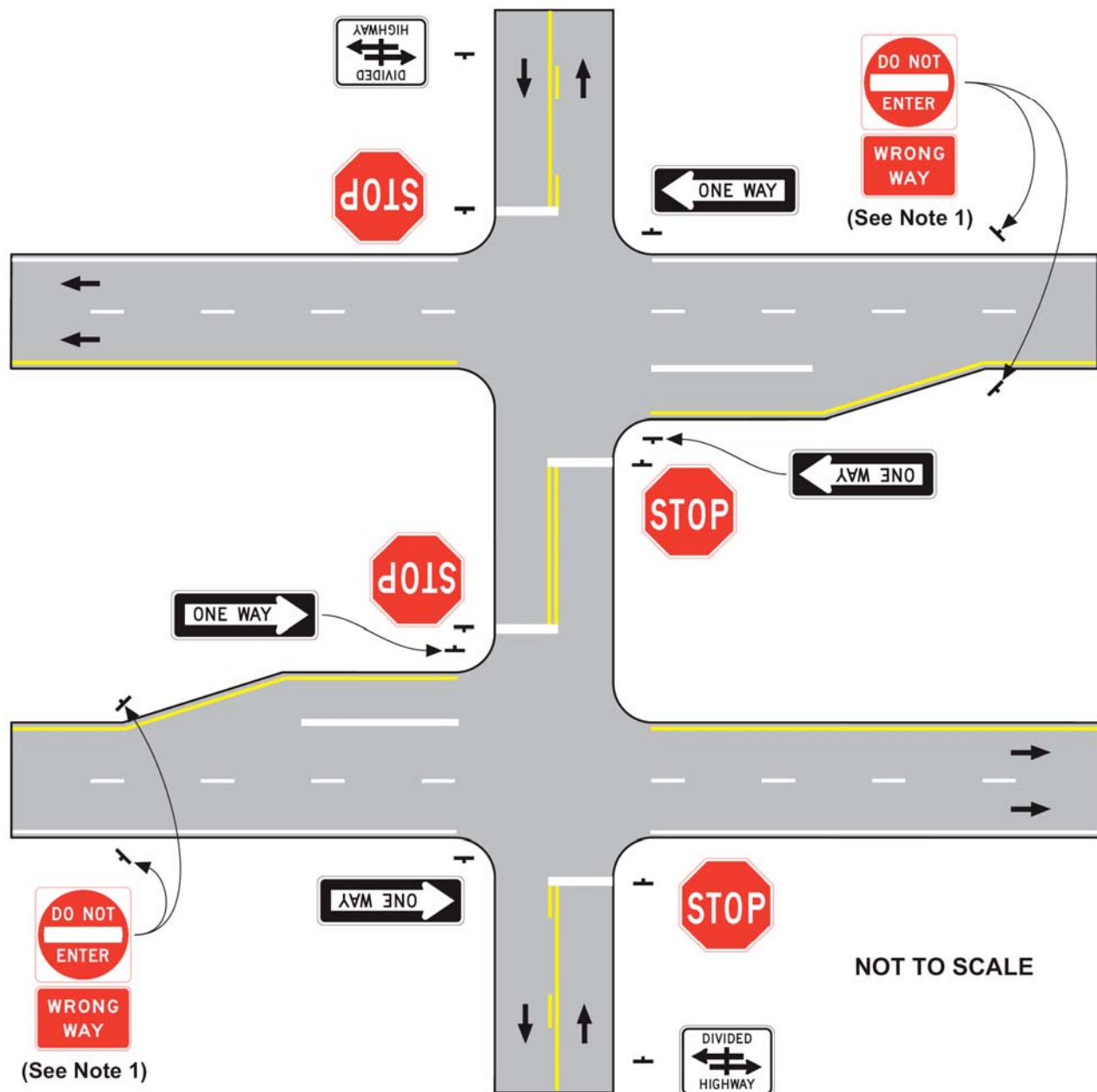
On streets and highways under local jurisdiction where medians are less than 9 m (30 ft) wide, raised or unpaved, the R6-1 signs may be placed in the median.

Guidance:

The appropriate height of the R6-1 signs when placed in the median should be 0.45 m (1.5 ft).

The R6-1 signs should also be placed parallel to the one-way street at the appropriate far corner to a wrong-way turn. They should also be placed opposite the exits from alleys and other public ways.

Figure 2B-13 (CA). Examples of ONE WAY Signing for Divided Highways with Medians of 9 m (30 ft) or Greater



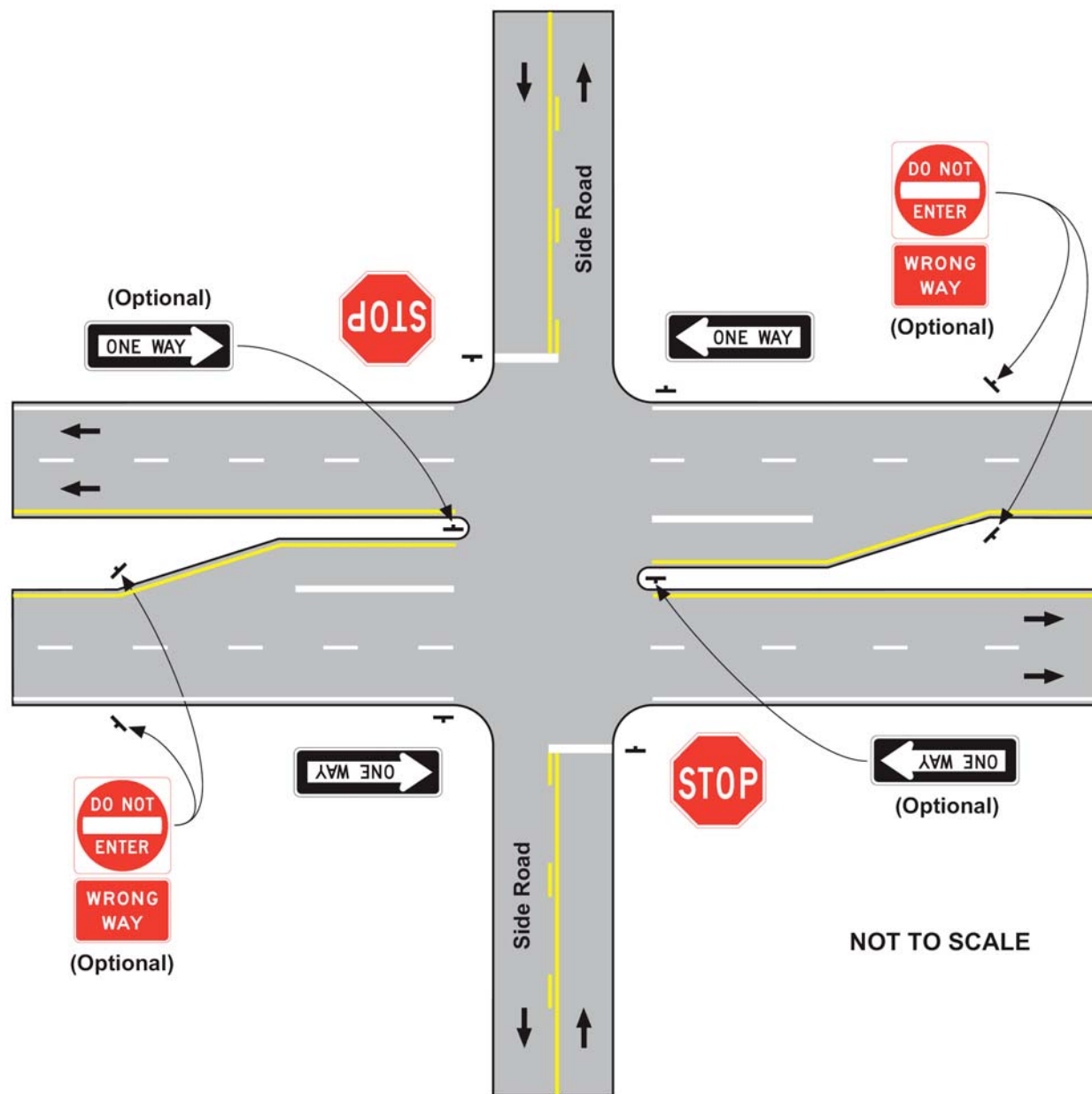
NOTE:

1. When used, the DO NOT ENTER (R5-1) and WRONG WAY (R5-1a) signs should be placed in a location that is directly in the view of a driver who would be making a wrong way entry from the cross street. The R5-1a sign is optional on local streets and highways.

LEGEND

➔ Direction of Travel † Sign Location

Figure 2B-14 (CA). Examples of ONE WAY Signing for Divided Highways with Medians Less Than 9 m (30 ft)



LEGEND

➔ Direction of Travel † Sign Location

Standard:

At intersections and ramps, the R6-1 signs shall be placed as provided in Section 2E.50.

Option:

The ONE WAY (R6-2) sign may be used as an alternative to the R6-1 sign where space is limited and the R6-2 sign is more appropriate.

Figure 2B-13. Examples of ONE WAY Signing for Divided Highways with Medians of 9 m (30 ft) or Greater

Standard:

Figure 2B-13 is deleted and replaced with Figure 2B-13 (CA).

Figure 2B-14. Examples of ONE WAY Signing for Divided Highways with Medians Less Than 9 m (30 ft)

Standard:

Figure 2B-14 is deleted and replaced with Figure 2B-14 (CA).

Figure 2B-15. Examples of ONE WAY Signing for Divided Highways with Medians Less Than 9 m (30 ft) and Separated Left-Turn Lanes

Standard:

Figure 2B-15 is deleted. Contact Department of Transportation's Division of Traffic Operations for further guidance regarding this figure.

Section 2B.39 Parking, Standing, and Stopping Signs (R7 and R8 Series)

The following is added to this section:

Support:

Refer to CVC 22500 through 22522 for Parking, Standing, and Stopping signs.

Parking Regulations**Option:**

Parking on freeway which have full control of access and no crossing at grade may be prohibited under CVC 21960.

Parking on other State highways may be restricted or prohibited under CVC 22505 and 22506.

Support:

The Department of Transportation's District Director is authorized to issue orders prohibiting or restricting the parking of vehicles on State highways. The District Director is also authorized to approve ordinances or resolutions of local authorities prohibiting or restricting parking on State highways.

The delegation of maintenance activities to local authorities is usually exercised under the authority of Streets and Highways Code Section 130. Under a proposal to delegate maintenance and parking regulation authority under CVC Section 22506, the Department retains the authority to regulate parking under the three conditions specified in CVC Section 22505(a). The District Director of Transportation is authorized to make this delegation of authority.

Policy on Parking Restrictions**Guidance:**

No Parking Permitted at Any Time – Parking should be prohibited at locations where the prohibition would reduce the risk of collisions or where parking would unduly interfere with the movement of traffic.

Option:

Major factors that may be considered include:

1. Narrow roadway width.
2. Restricted visibility at intersections for pedestrian and vehicular traffic.
3. Narrow shoulder width.

4. Conversion of a parking lane to a through lane or right-turn lane.

Support:

Limited Time Parking - The Department of Transportation does not issue orders for limited time parking.

Option:

Limited time parking restrictions may be initiated by local authorities and approved by the Department. Parking prohibitions between certain hours may also be initiated by local authorities.

Standard:

Before time limit parking regulations are approved in rural areas, assurance shall be obtained from the enforcement agency that the regulation will be enforced.

Signs

Guidance:

The PARK PARALLEL (CA Code R24) sign should only be used where diagonal parking is prevalent, in violation of CVC 22502.

Option:

The OK TO PARK ON BRIDGE (CA Code R22) sign may be used to inform motorists that parking is permitted on a bridge. Refer to CVC 22500(k).

The PARK OFF PAVEMENT (CA Code R25) sign may be used where it is likely that vehicles may stop on the traveled way and interfere with through traffic. It may also be used as a temporary sign in snow areas where parking is permitted.

The NO PARKING ANY TIME with arrow (CA Code R28) or without arrow (CA Code R26) signs may be used to inform motorists of a parking prohibition at a specific location. The NO PARKING ANY TIME with arrow (CA Code R28A) or without arrow (CA Code R26A) signs may be used where a larger size is desirable.

CVC Section 21718 prohibits the stopping, parking or leaving of any vehicle upon a freeway. Large NO PARKING ANY TIME (CA Code R26) or EMERGENCY PARKING ONLY (R8-4) signs may be installed on freeways which have full control of access and no crossing at grade to inform traffic that stopping, parking or leaving of any vehicle upon a freeway is prohibited.

The TOW-AWAY NO PARKING ANY TIME (CA Code R26J) sign may be used to inform motorists of a parking prohibition and tow-away zone at a specific location.

The NO PARKING HERE TO CORNER (CA Code R26B) sign may be used to prohibit parking at a specific location. The NO PARKING HERE TO CORNER (CA Code R26C) sign may be used where a larger size is desirable.

The No Parking (R8-3a) sign may be used to inform motorists of a parking prohibition at a specific location. The No Parking plaques (CA Code R26E) may be placed below the R8-3a sign to indicate specific parking exceptions or restrictions.

The NO STOPPING FIRE LANE (CA Code R26F) sign may be used to inform motorists of a designated fire lane. Refer to CVC 22500.1.

Standard:

The NO STOPPING ANY TIME (CA Code R26(S)) sign shall be used to inform motorists of a No Stopping Zone at a specific location.

Option:

The NO STOPPING ANY TIME (CA Code R26A(S)) sign may be used where a larger size is desirable.

The NO PARKING ON BRIDGE (CA Code R27) sign may be used only where parking is prevalent in violation of CVC 22500(k). The NO PARKING ON BRIDGE (CA Code R27A) sign may be used where a larger size is desirable.

The NO STOPPING ANY TIME with arrow (CA Code R28(S)) sign may be used to inform motorists of no stopping zones. Use only where the beginning and ending points of the prohibition are not otherwise indicated. The NO STOPPING ANY TIME with arrow (R28A(S)) sign may be used where a larger size is desirable.

Standard:

The NO PARKING VEHICLES OVER 6 FT HIGH (CA Code R28B) sign shall be used to inform motorists of a parking prohibition, which applies only to vehicles greater than 1.8 m (6 ft) in height.

Option:

The R28B (CA Code) sign may be installed within 30 m (100 ft) of an intersection to improve the visibility of the motorists in accordance with CVC 22507.

Standard:

The No Stopping/No Parking Specific Hours (CA Code R29) sign shall be used to inform motorists of a stopping and parking prohibition during certain hours at a specific location.

The No Parking Specific Hours (CA Code R30 and R30A) signs shall be used to inform motorists of a parking restriction during certain hours at a specific location.

Option:

The No Parking/Parking Specific Hours (CA Code R31 and R32B) and No Stopping/Parking Specific Hours (CA Code R31(S)) signs may be used to inform motorists of a stopping/parking prohibition during certain hours and a parking time limit during other hours at a specific location. The R31(S) (CA Code) sign is used for stopping prohibitions, generally during peak traffic hours.

The Limited Hour/Minute Parking Specific Hours (CA Code R32 and R32A) signs may be used to inform motorists of a parking time limit with specific hours and/or minutes during certain hours at a specific location.

The Tow-Away No Stopping/No Parking Specific Hours (CA Code R37) sign may be used to inform motorists of no stopping and parking prohibitions and tow-away zone at a specific location.

The Tow-Away No Parking/Limited Hour Parking Specific Hours (CA Code R38) sign may be used to inform motorists of a parking restriction and tow-away zone at a specific location.

The Tow-Away No Stopping/Limited Hour Parking Specific Hours (CA Code R38(S)) sign may be used for stopping prohibitions, generally during peak hours.

The Disabled Parking Only (CA Code R99) sign may be used in on-street and off-street parking facilities to designate stalls for vehicles with a special identification license plate or a distinguishing placard for disabled persons.

Support:

The R99 (CA Code) sign, blue pavement markings and handicapped symbol, are required for enforcement of these parking areas. Refer to CVC 22511.7 and 22511.8.

Standard:

The VAN ACCESSIBLE (R7-8a or R7-8b) sign shall be mounted below the Disabled Parking Only (CA Code R99) sign of the disabled person parking space designated as the van accessible space as provided in the California Building Standards Code Section 3107.1(c).

Option:

The TOW-AWAY SPECIAL PLACARD OR LICENSE PLATE REQUIRED (CA Code R100A) sign may be used with the R99 (CA Code) sign to inform motorists that their vehicle will be towed away if they do not have a special identification license plate or a distinguishing placard for disabled persons.

Standard:

The Disabled Tow-Away (CA Code R100B) sign shall be placed immediately adjacent to, and visible from, the stall or space, or at each entrance to an off street parking facility to inform motorists that their vehicle will be towed away if they park in designated stalls or spaces without a special identification license plate or a distinguishing placard for disabled persons. Refer to CVC 22511.8 and 22511.9.

Option:

The TOW-AWAY NO PARKING WHEN SNOW REMOVAL CONDITIONS EXIST (CA Code SR49) sign may be used to prohibit or restrict the parking or standing of vehicles on designated streets or highways, or portions thereof, for the purpose of snow removal. Refer to CVC 22510.

Guidance:

The SNOW NOT REMOVED BEYOND HERE (CA Code SR20-1) sign should be erected at the beginning of the snow season and removed in the spring when the road is opened. The SR20-1 (CA Code) sign should be placed at a location that will provide a motorist the opportunity to turn around.

Section 2B.41 Placement of Parking, Standing, and Stopping Signs

The following is added to this section:

Support:

Refer to Section 2A.14 for legibility distance.

Section 2B.42 Emergency Restriction Signs (R8-4, R8-7, R8-8)**Guidance:**

In Paragraph 2 (“The DO NOT STOP...”), the word “may” is changed to “should”.

The following is added to this section:

Standard:

The EMERGENCY PARKING ONLY (R8-4) sign shall be used at the beginning of freeways below the BEGIN FREEWAY (CA Code R57) sign. Refer to CVC 21960.

Section 2B.44 Pedestrian Crossing Signs (R9-2, R9-3)

The following is added to this section:

Support:

Refer to CVC 21106.

Section 2B.45 Traffic Signal Signs (R10-1 through R10-21)**Standard:**

The NO TURN ON RED (R10-11a, R10-11b) signs are deleted, a symbolic NO TURN ON RED (R10-11) or No Right Turn on Red (CA Code R13A) or No Left Turn on Red (CA Code R13B) signs shall be used instead.

For consistency, the STOP HERE ON RED (R10-6a) sign is deleted, only STOP HERE ON RED (R10-6) sign shall be used.

Paragraph 12 (“Where turns on red ...”) which includes the RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign is deleted as it compromises the meaning of the right red arrow. A circular red signal face should be used, instead of correcting the condition with this sign.

Paragraph 16 (“A U-TURN YIELD ...”) which includes the U-TURN YIELD TO RIGHT TURN (R10-16) sign is deleted as this condition should not be practiced. The actual movement conflict should be eliminated rather than try to correct it with this sign.

Guidance:

In Paragraph 12 (“A NO TURN ON RED...”), Item E is deleted.

The following is added to this section:

Support:

Refer to CVC 22526 for the DO NOT BLOCK INTERSECTION (R10-7) sign.

Refer to CVC 22101 for the No Turn on Red (R10-11 Series) signs.

Option:

A supplemental sign, to the NO TURN ON RED (R10-11a) sign, may be used on the near right or left at intersections that are extremely wide or skewed.

Guidance:

When used, the No Right Turn on Red (CA Code R13A) sign should be placed where it will most easily be seen by the driver intending to turn. At least one should be placed overhead, or at a right-hand corner facing approaching traffic.

When used, the No Left Turn on Red (CA Code R13B) sign should be placed where it will most easily be seen by the driver intending to turn. At least one should be placed overhead, or at a left-hand corner facing approaching traffic.

Standard:

The PUSH BUTTON FOR PEDESTRIAN WARNING LIGHTS – CROSS WITH CAUTION (CA Code R62E) sign shall be mounted immediately above or incorporated in the pedestrian push button unit where In Roadway Warning Lights are installed and a pedestrian actuated system is used.

Option:

The LEFT TURN ON GREEN ARROW ONLY – NO U TURN (CA Code SR39A) sign may be used at signalized intersections with separate left turn phases to inform traffic that left turns can only be made on a green arrow in accordance with CVC 21454 and “U” turns are prohibited.

The LEFT OR U TURN ON GREEN ARROW ONLY (CA Code SR39A(U)) sign may be used at signalized intersections with separate left turn phases to inform traffic that left turns and “U” turns can only be made on a green arrow in accordance with CVC 21454.

Figure 2B-19. Traffic Signal Signs

Standard:

The STOP HERE ON RED (R10-6a) sign is deleted. See Section 2B.45.

The NO TURN ON RED (R10-11a, R10-11b) signs are deleted. See Section 2B.45.

The U-TURN YIELD TO RIGHT TURN (R10-16) sign is deleted. See Section 2B.45.

The RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign is deleted. See Section 2B.45.

Section 2B.46 Photo Enforced Signs (R10-18, R10-19)

The following is added to this section:

Standard:

The Traffic Signal PHOTO ENFORCED (CA Code SR56) sign shall be placed at all traffic signals where an automated traffic enforcement system is being used or at all major entrances to the city, including, at a minimum, freeways, bridges, and state highways.

Option:

The RED LIGHT VIOLATION \$ ____ FINE (CA Code SR58) sign may be used in advance of signalized intersections where a local agency has adopted an ordinance setting a specific fine amount for red light violations within its jurisdiction. The SR58 (CA Code) sign may be placed on State highways when requested by the local agency.

Section 2B.48 ROAD CLOSED Sign (R11-2) and LOCAL TRAFFIC ONLY Signs (R11-3 Series, R11-4)

Guidance:

In Paragraph 3 (“The Road Closed...”) second sentence (“These signs shall be...”), the word “shall” is changed to “should”.

Standard:

In Paragraph 4 (“The word message...”), the message BRIDGE OUT shall not be used in California. The message BRIDGE CLOSED shall be used instead.

Figure 2B-20. Road Closed and Weight Limit Signs

Standard:

No sign shall have a metric unit or message, except per CVC 21351.3. Hence, the following signs shall not be used in California with metric messages unless specifically allowed per CVC 21351.3.

Weight Limit (R12-1) Metric version.

AXLE WEIGHT LIMIT X t (R12-2) Metric version.

NO TRUCKS OVER XXXX kg EMPTY WT (R12-3) Metric version.

WEIGHT LIMIT X t PER AXLE, X t GROSS (R12-4) Metric version.

Weight Limit symbol (R12-5) Metric version.

METRIC (R12-6) Plaque.

The Weight Limit (R12-2, R12-3 and R12-4) signs shall not be used in California. See Section 2B.49.

Section 2B.49 Weight Limit Signs (R12-1 through R12-5)

Standard:

This section is deleted for application and shall not be used in California. It is replaced with the following:

Support:

Refer to CVC 21101 through 21104 and 35650 through 35755 for Weight Limit signs.

Also refer to Section 2B.36.

Standard:

The Weight Limit (R12-1, R12-5 and CA Code R20A) signs shall be used to specify restrictions of trucks on a bridge, structure or highway.

Support:

The No Trucks (R5-2) sign is used together with a Truck Exclusion plaque (CA Code R20D Series) to specify the maximum weight limit in effect.

Standard:

The weight limit signs shall be placed at each end of the affected portion of a highway section. They shall be placed at a distance of not more than 150 m (500 ft) from the ends of an affected bridge or structure.

Option:

The Black on Yellow Weight Limit signs (CA Code W20 and W20A) may be used in combination with the ___ MILES AHEAD Plaque (CA Code W34A), far enough in advance to allow the vehicle operator to select an alternate route.

The Commercial Vehicle Weight Exclusion sign (CA Code R36) may be used to indicate vehicles over ___ tons are prohibited from certain streets and highways.

Guidance:

An alternative route should be evaluated for height, weight and size restrictions. Appropriate signs should be posted along the route to advise motorists of any restrictions.

Option:

Advance signs may be necessary to give trucks an opportunity to turn around and retrace their path or select another route.

Section 2B.50 Weigh Station Signs (R13 Series)

The following is added to this section:

Option:

The WAIT HERE UNTIL SCALE CLEAR (CA Code SR6-1) sign may be used at Weigh Stations to provide guidance to trucks entering the scales.

The RELEASE BRAKES WHILE ON SCALE (CA Code SR7-1) sign may be used at Weigh Stations to provide guidance to trucks when they are on the scales.

The SET PARKING BRAKES (CA Code SR8-1) sign may be used at Weigh Stations to provide guidance to trucks when they are on the scales.

The LOADED (CA Code SR9-1) sign may be used at Weigh Stations to designate the lane loaded trucks are to use when passing through the scales.

The EMPTY (CA Code SR10-1) sign may be used at Weigh Stations to designate the lane empty trucks are to use when passing through the scales.

The EMPTY 5 MPH (CA Code SR11-1) sign may be used at Weigh Stations to control the speed of empty trucks when passing through scales.

The LOADED 3 MPH (CA Code SR12-1) sign may be used at Weigh Stations to control the speed of loaded trucks when passing through scales.

The Theft CHP Plaque (CA Code SR13-1) may be used at Weigh Stations to advise scale users that removing any property from the Weigh Station without authorization from the California Highway Patrol is a violation of the Penal Code.

Guidance:

The TRUCKS NOT GIVEN BYPASS SIGNAL MUST ENTER OPEN SCALES (CA Code SR17) sign should be used in advance of a truck weigh station that is equipped with a mainline bypass system and weigh-in-motion scales to electronically weigh and verify compliance of commercial trucks as they approach the weigh station.

The Width Limit (CA Code SR40) sign should be placed at truck weigh stations to direct over width vehicles around the station, if the weigh station lacks adequate width. The California Highway Patrol should be contacted to determine where these signs are needed. Refer to CVC 35790.

Standard:

The ALL BUSES STOP AT SCALES (CA Code SR41) and ALL BUSES with Arrow (CA Code SR42) signs shall be used as a temporary sign for Critical Item Bus Inspections on state highways.

Option:

The Weigh Station Repair Service Plaque (CA Code S21) sign may be installed at commercial vehicle inspection facilities on State highways where needed at the request of the California Highway Patrol

Figure 2B-21 Truck Signs

Standard:

The Hazardous Material (R14-2, R14-3) signs shall not be used in California. See Section 2B.52.

The National Network (R14-4, R14-5) signs shall not be used in California. See Section 2B.53.

Section 2B.51 TRUCK ROUTE Sign (R14-1)

The following is added to this section:

Support:

Refer to CVC 21101 through 21104 and 35701 through 35715.

Generally, the Department of Transportation is not unilaterally authorized to prohibit truck travel on State highways. Various sections in the California Vehicle Code allow cities and counties to restrict, by ordinance, commercial vehicles subject to the specific conditions in those sections.

Standard:

Generally, no such local ordinance shall be effective with respect to any State highway until the ordinance has been approved by the Department of Transportation. This approval shall be made by the Director, Department of Transportation.

The proposed local ordinance shall designate an unrestricted alternate route, or routes, for use by the prohibited vehicles. Such proposed local ordinances shall not be approved unless the alternate route, or routes, are considered suitable by the Department of Transportation.

An investigation of designated alternate routes shall be made with special attention being given to the following features:

- 1. Geometrics.**
- 2. Increase in distance of travel and comparisons in time of travel.**
- 3. Railroad grade crossings.**
- 4. Present traffic and practical capacity of proposed alternates.**

5. **Structural adequacy of pavement for heavy truck traffic.**
6. **Heavy grades.**
7. **Proximity to schools or school routes.**
8. **Developed residential areas.**

Section 2B.52 Hazardous Material Signs (R14-2, R14-3)

Standard:

This section is deleted for application and shall not be used in California. It is replaced with the following:

Standard:

The Hazardous Waste Prohibited (CA Code R102) sign shall be used to identify those routes, either State or local, upon which the transportation of hazardous waste has been prohibited, as provided in CVC 31303 and 31304.

Option:

On those highways where hazardous waste is permitted, the R102 (CA Code) signs may be placed in advance of their intersection or interchange with the prohibited route.

Guidance:

The R102 (CA Code) signs should be placed on the prohibited route for both directions of travel after entry from the above intersection or interchange.

Standard:

The HAZARDOUS WASTE PROHIBITED (CA Code R102A) sign shall be positioned below the R102 (CA Code) sign.

Guidance:

The R102A (CA Code) sign should be of equal width to the R102 (CA Code) sign.

Option:

The Hazardous Waste Permitted (CA Code R103) sign may be used to guide drivers around routes where the transportation of hazardous waste is permitted.

Standard:

The HAZARDOUS WASTE PERMITTED (CA Code R103A) sign shall be positioned below the R103 symbol sign.

Guidance:

The R103A (CA Code) sign should be of equal width to the R103 (CA Code) sign.

Option:

The Hazardous Material Prohibited (CA Code R104) sign may be used to identify those routes, either State or local, upon which the transportation of Hazardous Material has been prohibited. On those highways where Hazardous Material is prohibited, the R105 (CA Code) signs may be placed in advance of their intersection or interchange with the prohibited route.

Guidance:

The R104 (CA Code) signs should be placed on the prohibited route for both directions of travel after entry from the above intersection or interchange.

Standard:

The R104 (CA Code) sign shall be used to identify those routes upon which the transportation of Hazardous Materials has been prohibited, as provided in CVC 31303 and 31304.

The HAZARDOUS MATERIAL PROHIBITED (CA Code R104A) sign shall be positioned below the R104 (CA Code) sign.

Guidance:

The R104A (CA Code) sign should be of equal width to the R104 (CA Code) sign.

Option:

The Hazardous Material Permitted (CA Code R105) sign may be used to guide drivers around routes where the transportation of Hazardous Material is prohibited.

Standard:

The HAZARDOUS MATERIAL PERMITTED (CA Code R105A) sign shall be positioned below the R105 (CA Code) sign.

Guidance:

The R105A (CA Code) sign should be of equal width to the R105 (CA Code) sign.

The NO EXPLOSIVES OR FLAMMABLES (CA Code SR18) sign should be placed on highways, structures, tunnels, etc. where vehicles transporting explosives or flammable materials are prohibited. The SR18 (CA Code) sign should be placed at a location that will provide a motorist the opportunity to turn around.

The EXPLOSIVES AND CORROSIVES PROHIBITED WITHOUT PERMIT (CA Code SR19-1) sign should be placed on highways, structures, tunnels, etc. where vehicles transporting explosives or corrosive materials are prohibited without a permit. The SR18 (CA Code) sign should be placed at a location that will provide a motorist the opportunity to turn around.

Section 2B.53 National Network Signs (R14-4, R14-5)**Standard:**

This section is deleted for application and shall not be used in California. See section 2D.45.

Section 2B.54 Other Regulatory Signs

The following is added to this section:

Guidance:

The Seat Belt (R16-1) sign should be placed in each direction on all freeways and other major state routes at approximate 80 km (50 mi) intervals.

Standard:

The SAFETY BELT LAW ENFORCED (CA Code SR15A) sign shall be placed below each installation of the Seat Belt (R16-1) sign.

Option:

The Seat Belt (R16-1) and SAFETY BELT LAW ENFORCED (CA Code SR15A) sign combination may also be used on local arterials.

Section 2B.101 TWO WAY TRAFFIC AHEAD Sign (CA Code R40)**Standard:**

The TWO WAY TRAFFIC AHEAD Sign (CA Code R40) shall be used to inform motorists that they are leaving a one-way street and entering a two-way street.

Guidance:

The R40 (CA Code) sign should be placed on both sides of the one-way street approximately 60 m (200 ft) in advance of the intersection where the two-way traffic begins. Refer to Section 2C.34.

Section 2B.102 Turnout Signs (CA Code R50, R51, R52 and R52A)**Support:**

Refer to CVC 21656 for Turning out of Slow-Moving Vehicles.

The TURNOUT ¼ MILE (CA Code R50) sign is used to give advance notice of turnouts for slow moving vehicles.

Standard:

The TURNOUT (CA Code R51) sign shall be placed at the entrance to a turnout.

The SLOWER TRAFFIC USE TURNOUTS (CA Code R52) or SLOWER TRAFFIC USE TURNOUTS TO ALLOW PASSING (CA Code R52A) sign shall be used in advance of the first turnout on a route and at other locations as needed.

Support:

The R52 and R52A (CA Codes) signs are not intended to be used in advance of each individual turnout. See Section 3B.105 for more details.

Section 2B.103 Begin/End Freeway Signs (CA Code R57 and R58)

Standard:

The BEGIN FREEWAY (CA Code R57) sign shall be used to mark the beginning of a section of freeway on which parking is prohibited.

Support:

Position the R57 (CA Code) sign above the EMERGENCY PARKING ONLY (R8-4) sign. Refer to CVC 21960.

Standard:

The END FREEWAY (CA Code R58) sign shall be used to mark the end of a freeway.

Section 2B.104 TRUCKS OK Sign (CA Code R70)

Option:

The TRUCKS OK sign (CA Code R70) may be used to allow trucks to legally use other than the right lane or lanes, such as in advance of freeway branch connections, lane drop, etc.

Support:

Refer to CVC 21655. Erect overhead with the arrow directly over the appropriate lane.

Section 2B.105 PRIVATE ROAD (PRIVATE PROPERTY) VEHICLE CODE ENFORCED Sign (CA Code R101)

Standard:

The PRIVATE ROAD VEHICLE CODE ENFORCED (CA Code R101) sign shall be used at the entrance to a privately owned and maintained road when enforcement of vehicle provisions apply, as provided in CVC 21107.7.

The alternate message PRIVATE PROPERTY shall be used at each entrance to a privately owned and maintained off-street parking facility when enforcement of vehicle code provisions apply, as provided in CVC 21107.8.

Section 2B.106 Chain Control Signs (CA Codes R74, R75, R76, R76-1, R77, R78, R79 and R80-1)

Option:

The CHAIN INSTALLATION ONLY (CA Code R74) sign may be erected where parked vehicles interfere with normal winter operations.

Guidance:

The R74 (CA Code) sign should be turned or covered at the end of the chain requirement season.

Standard:

The CHAINS REQUIRED (X MILE (X MILES)) AHEAD (CA Code R75) sign shall be used to give advance notice that chains are required ahead.

The CHAINS REQUIRED (CA Code R76) sign shall be used at the beginning of chain control areas and intermittently as needed.

Support:

The R76 (CA Code) sign is installed in combination with the Speed Limit (R2-1), CA Code R79 and R80 signs.

Option:

The ON SINGLE AXLE DRIVE VEHICLE WITH TRAILER (CA Code R76-1) sign may be used when road conditions are such that only single drive vehicles with trailers need chains.

Standard:

When used, the R76-1 (CA Code) sign shall be mounted below the CHAINS REQUIRED (CA Code R76) sign.

The NO EXCEPTIONS (CA Code R77) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (CA Code R76) signs when chains are required with no exceptions.

The END CHAIN CONTROL (CA Code R78) sign shall be used to advise the motorist that the chain control area has ended.

The AUTOS & PICKUPS SNOW TIRES OK – CARRY CHAINS (CA Code 79) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (CA Code R76) signs when chains are required but autos and pickups with snow tires are excepted from using chains.

The 4-W DRIVE WITH SNOW TIRES OK – CARRY CHAINS (CA Code R80-1) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (CA Code R76) signs when chains are required.

Support:

Vehicles with four wheel drive and snow tires on all four wheels are exempt from using chains.

Section 2B.107 RUNAWAY VEHICLES ONLY Sign (R4-10)**Standard:**

The RUNAWAY VEHICLES ONLY (R4-10) sign shall be installed near the entrance of runaway truck ramps to discourage other motorists from entering. The NO STOPPING ANY TIME (CA Code R26A(S)) signs shall be placed as required to keep motorists from stopping in the path of runaway trucks.

Section 2B.108 NO FISHING (JUMPING) FROM BRIDGE Sign (CA Code R23)**Option:**

The NO FISHING (JUMPING) FROM BRIDGE sign (CA Code R23) may be used when fishing or jumping from a bridge is prevalent and where investigation has shown that fishing or jumping is unsafe or interferes with the orderly movement of traffic.

Section 2B.109 \$1000 Fine Signs (CA Code R47 and R47A)**Option:**

The \$1000 FINE FOR LITTERING (CA Code R47) sign may be used to inform the public that it is unlawful to dispose of litter on the highway.

Support:

Refer to Streets and Highway Code Section 101.6 and CVC 23111 through 23113 and 42001.7.

The \$1000 FINE FOR ANIMAL ABANDONMENT (CA Code R47A) sign is used to inform the public that the abandonment or dumping of any animal is a criminal offense.

Guidance:

The R47A (CA Code) sign should be placed on all major state highways, as close as practicable, following the Welcome to California (CA Code G10B) sign.

Section 2B.110 Rest Area Disclaimer Sign (CA Code SR2)**Guidance:**

The Rest Area Disclaimer (CA Code SR2) sign should be posted in a conspicuous location, as directed by Department of Transportation's District Landscape Architect, at all State Safety Roadside Rest Areas.

Section 2B.111 GOLF CARTS OK DAYLIGHT HOURS Sign (CA Code SR43)**Standard:**

The GOLF CARTS OK DAYLIGHT HOURS (CA Code SR43) sign shall be placed on roadways which local authorities have designated for combined use in accordance with CVC 21115.

Option:

The ordinance number may be included on the sign.

Section 2B.112 EMERGENCY ACCESS KEEP CLEAR Sign (CA Code SR46)**Option:**

The EMERGENCY ACCESS KEEP CLEAR (CA Code SR46) sign may be used where there is traffic back up due to a controlled intersection or cross street that affects access to the driveway of any emergency service facility such as fire, police or ambulance. Refer to CVC 22500(d) and 22526.

Standard:

The SR46 (CA Code) sign shall be used in conjunction with KEEP CLEAR pavement markings (see Section 3B.19) that delineate the limits of the keep clear area.

Option:

The SR46 (CA Code) signs may be placed on both ends of the keep clear area.

Guidance:

However, if only one sign is used, it should be placed on the upstream side.

Section 2B.113 Off Highway Vehicle Signs (CA Code SR47 and SR48)**Guidance:**

The OFF HIGHWAY VEHICLE COMBINED USE NEXT (X MILES) (CA Code SR47) sign should be used to inform motorists of the length of an Off Highway Vehicle Combined Use segment of the highway.

The NO OFF HIGHWAY VEHICLES BEYOND THIS POINT (CA Code SR48) sign should be placed at the end of an Off Highway Vehicle Combined Use segment of the highway.

Section 2B.114 Daylight Headlight Signs (CA Code S30 Series)**Guidance:**

When used, the DAYLIGHT HEADLIGHT SECTION (CA Code S30-1) sign should be placed approximately 150 m (500 ft) in advance of a daylight headlight section.

When used, the TURN ON HEADLIGHTS NEXT X MILES (CA Code S30-2) sign should be placed at the beginning of a daylight headlight section.

When used, the END DAYLIGHT HEADLIGHT SECTION (CA Code S30-3) sign should be placed at the end of a daylight headlight section.

When used, the TURN ON HEADLIGHTS (CA Code S30-4) sign should be placed at the entrances from major side roads to a daylight headlight section.

When used, the CHECK HEADLIGHTS (CA Code S30-5) sign should be placed approximately 150 m (500 ft) beyond the end of a daylight headlight section.

Section 2B.115 Safety Corridor Sign (CA Code S33)**Option:**

The Safety Corridor (CA Code S33) signs may be installed on conventional State highways at the written request of an official Corridor Safety Task Force.

Standard:

The S33 (CA Code) signs shall not be installed on freeways.

Guidance:

When used, one S33 (CA Code) sign should be posted at each end of the corridor. The S33 (CA Code) sign specifications should be as follows:

1. Size no larger than 2.5 m (8 ft) wide and 1.25 m (4 ft) high.
2. White background with black text having a primary safety message.

Standard:

A logo and any secondary message (along with colors) shall be agreed upon by the Task Force.

The logo and secondary message shall not cover more than 25 percent of the sign's surface area.

The Department of Transportation shall purchase and install the S33 (CA Code) signs.

Support:

The Task Force is to advise the Department of Transportation, in writing, as to how long the signs are to remain on the highway.

Guidance:

This time period should not exceed three years.

Section 2B.116 Speed Limits and Zones**Support:**

Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

Refer to Section 2B.13 for speed limit signs. Refer to Part 6 (Section 6C.01) for speed limit signs in temporary traffic control areas. Refer to Part 7 for speed limit signs in school areas.

Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352**Support:**

The basic speed law states “No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.”

Standard:

Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey and signs are posted that display the new speed limit.

Option:

Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

Use of Metric System Designations – See CVC 21351.3**Option:**

Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

Guidance:

If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.

Support:

Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

Standard:

Metric speed limits shall not be placed on State highways. For use in this Supplement, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.

Legal Authority for Establishing Speed Limits**Support:**

Delegation of legal authority to set speed limits on State highways is given to Department of Transportation's District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 110 km/h (65 mph) on State highways. The Director of the

Department of Transportation retains the authority to approve variable, minimum, and maximum speeds up to 110 km/h (70 mph) on State freeways.

20 km/h (15 mph) - See CVC 22352.a.1

Standard:

The following speed limits shall apply, unless changed, based upon an engineering and traffic survey:

- At a railroad grade crossing with an obstructed view.
- At an uncontrolled highway intersection with an obstructed view.
- On an alley.

20 & 30 km/h (15 & 20 mph) - See CVC 22358.3 & 22358.4

Standard:

The following speed limits shall apply, unless changed upon the basis of an engineering and traffic survey:

- Based upon an engineering and traffic survey where the prima facie speed of 40 km/h (25 mph) is more than is reasonable or safe.
- Due to a narrow street not exceeding 7.6 m (25 ft), other than a State highway, in a business or residential area or in a public park.
- Near a school or senior center facility.

40 km/h (25 mph) - See CVC 22352.a.2 & 22357.1

Standard:

The following speed limits shall apply, unless changed, based upon an engineering and traffic survey:

- On any highway other than a State highway in any business or residence district.
- In a school zone.
- When passing a facility primarily used by senior citizens and contiguous to a street other than a State highway.
- Adjacent to a children's playground in a public park, but only during particular hours or days when children are expected to use the facilities. This limit is effective when signs giving notice of the speed limit are posted.

40 to 100 km/h (25 to 60 mph) on State highways - See CVC 22354 & 22354.5

Option:

The following speed limits may apply:

- Whenever the Department of Transportation determines based upon an engineering and traffic survey that the limit of 110 km/h (65 mph) is more than is reasonable or safe upon a State highway, the Department may determine and post a prima facie speed limit of 100, 90, 80, 70, 60, 50, 40 km/hr (60, 55, 50, 45, 40, 35, 30, 25 mph) whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.
- Local city council or county board of supervisors may conduct a public hearing on proposed increases or decreases to posted speed limits and the Department shall take into consideration the results of the public hearing.

40 to 110 km/h (30 to 65 mph) on Local Streets & Roads - See CVC 22357

Option:

The following speed limits may apply:

- Whenever a local authority determines based upon an engineering and traffic survey that a speed greater than 40 km/h (25 mph) would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a State highway otherwise subject to a prima facie limit of 40 km/h (25 mph), the local authority may by ordinance post a prima facie speed limit of 50, 60, 70, 80, 90, or 100 km/h (30, 35, 40, 45, 50, 55, or 60 mph), or 110 km/h (65 mph), whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

30 to 80 km/h (20 to 50 mph) for Trucks - See CVC 22407

Option:

The following speed limits may apply:

- Whenever the Department of Transportation or local authority determines based upon engineering studies and a traffic survey that the speed of 90 km/h (55 mph) is more than is reasonable or safe for vehicles mentioned in CVC 22406 with specified weight requirements, the department or local authority, with respect to highways under their respective jurisdiction, may determine and post a speed limit of 80, 70, 60, 60, 50, 40 or 30 km/h (50, 45, 40, 35, 30, 25 or 20 mph), whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe when appropriate signs are posted upon the highway.

90 km/h (55 mph) – See CVC 22349.b & .c and 22406

Option:

The following speed limits may apply:

- On a two-lane, undivided highway.
- On any highway if driving any of the following vehicles:
 - a. A motortruck or truck tractor having three or more axles or any motortruck or truck tractor drawing any other vehicle.
 - b. A passenger vehicle or bus towing any other vehicle.
 - c. A schoolbus transporting any school pupil.
 - d. A farm labor vehicle when transporting passengers.
 - e. A vehicle transporting explosives.
 - f. A trailer bus.

110 km/h (65 mph) Maximum Speed Limit - See CVC 22349(a) & CVC 22349

Option:

The following speed limits may apply:

- On any highway, or portion thereof, posted at 110 km/h (65 mph) based upon an engineering and traffic survey.

110 km/h (70 mph) Maximum Freeway Speed Limit - See CVC 22356

Option:

The following speed limits may apply:

- Whenever the Department of Transportation, after consultation with the California Highway Patrol (CHP), determines based upon an engineering and traffic survey on existing freeway segments that are otherwise subjected to a maximum speed limit of 110 km/h (65 mph), or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed freeway segments, that a speed greater than 110 km/h (65 mph) would facilitate the orderly movement of vehicular traffic and would be reasonable and safe, the Department, with the approval of the CHP, may declare and post a higher maximum speed of 110 km/h (70 mph) for vehicles not subject to CVC 22406.

Variable Speed Limits on Freeways - See CVC 22355

Option:

The following speed limits may apply:

- Whenever the Department of Transportation determines based upon an engineering and traffic survey that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- The Department may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

Minimum Speed Limits on State Highways - See CVC 22400

Option:

The following speed limits may apply:

- Whenever the Department of Transportation determines based upon an engineering and traffic survey that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, the Department may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.
- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

Engineering and Traffic Survey

Support:

CVC Section 627 defines the term “Engineering and traffic survey” and lists its requirements.

Standard:

An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

- (1) Prevailing speeds as determined by traffic engineering measurements.**
- (2) Accident records.**
- (3) Highway, traffic, and roadside conditions not readily apparent to the driver.**

Guidance:

The Engineering and Traffic Survey should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a motorist are properly identified.

Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:

- The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.
- Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,
- Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.
- A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.
- Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.
- The weather should be fair (dry pavement) with no unusual conditions prevailing.
- The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.
- In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.
- Short speed zones of less than 0.8 km (0.5 mi) should be avoided, except in transition areas.
- Speed zone changes should be coordinated with changes in roadway conditions or roadside development.
- The speed limit should be established at the nearest 10 km/h (5 mph) increment to the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgement may indicate the need for a further reduction of 10 km/h (5 mph).

- Speed zoning should be in 20 km/h (10 mph) increments except in urban areas where 10 km/h (5 mph) increments are preferable.
- Speed zoning should be coordinated with adjacent jurisdictions.

Support:

Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning.

Refer to CVC 22358.5.

Option:

When qualifying an appropriate speed limit, State and local authorities may also consider the following findings:

1. Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
 - a. Upon one side of the highway, within 0.4 km (0.25 mi), the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
 - b. Upon both sides of the highway, collectively, within a distance of 0.4 km (0.25 mi) the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
 - c. The portion of highway is larger than 0.4 km (0.25 mi) but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph a or b.
2. Pedestrian and bicyclist safety.

Option:

The following two methods of conducting engineering and traffic surveys may be used to establish speed limits:

1. State Highways - The engineering and traffic survey for State highways is made under the direction of the Department of Transportation's District Traffic Engineer. The data includes:
 - a. One copy of the Standard Speed Zone Survey Sheet (See Figure 2B-103) showing:
 - A north arrow
 - Engineer's station or post mileage
 - Limits of the proposed zones
 - Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.
 - Collision rates for the zones involved
 - Average daily traffic volume
 - Location of traffic signals, signs and markings
 - If the highway is divided, the limits of zones for each direction of travel
 - Plotted 85th percentile and pace speeds at location taken showing speed profile
 - b. A report to the District Director that includes:
 - The reason for the initiation of speed zone survey.
 - Recommendations and supporting reasons.
 - The enforcement jurisdictions involved and the recommendations and opinions of those officials.
 - The stationing or reference post in kilometers (mileage) at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.
2. City and County Through Highways, Arterials, Collector Roads and Local Streets.

- a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
- b. Determination of Existing Speed Limits - Figures 2B-105 & 2B-106 show samples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency.

Guidance:

The factors justifying a reduction below the 85th percentile speed for the posted speed limit are the same factors mentioned above. Whenever such factors are considered to establish the speed limit, they should be documented on the speed zone survey or the accompanying engineering report.

The establishment of a speed limit of more than 10 km/h (5 mph) below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in accident rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.

Support:

Generally, the most decisive evidence of conditions not apparent to the motorist surface in accident histories.

Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 16 km/h (10 mph) increment of speed containing the largest number of vehicles (See Figure 2B-104). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgement of one or a few individuals.

The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in accident rates.

Option:

When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

Speed zones of less than 0.8 km (0.5 mi) and short transition zones should be avoided.

Speed Traps

Support:

Refer to CVC 40802 for Speed Traps.

Standard:

A speed trap shall not apply to a local street, road, or school zone.

A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.

This time provision shall be extended to seven years when using radar and all of the following criteria are met:

- The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:

- The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.
- The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

Option:

This time provision for an engineering and traffic survey may be extended to ten years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

Truck Speed Zone on Descending Grades

Guidance:

Highway descending grades, if used for posting TRUCK SPEED LIMIT signs for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1.6 km (1 mi) should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1.6 km (1 mi).

Support:

To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 4,536 kg (10,000 lbs.) or more will be provided.

Standard:

Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.

Guidance:

Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.

Standard:

If warranted, the Department of Transportation's District Director shall issue a standard speed zone order.

Support:

Posting of the regulation will be by placement of a standard 900 x 1150 mm (36 x 45 in) Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

Standard:

A standard End Speed Limit (CA Code R3) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.

Speed Zones in Temporary Traffic Control Areas

Support:

For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part 6.

Section 2B.117 Bus and Truck Registration Sign (CA Code SR44)

Guidance:

The Bus and Truck Registration (CA Code SR44) sign should be placed at all Border Inspections Stations to relay this information to Interstate carriers.

Section 2B.118 Double Fine Zone Signs (CA Code SR53, SR54 and SR55)

Standard:

The SPECIAL DRIVING ZONE BEGINS HERE – DOUBLE FINE ZONE (CA Code SR53) sign shall be placed at the beginning of those portions of highways designated and identified as Safety Enhancement – Double Fine Zones per CVC 42010.

The SPECIAL DRIVING ZONE ENDS HERE (CA Code SR55) sign shall be placed at the end of those portions of highways designated and identified as Safety Enhancement – Double Fine Zones per CVC 42010.

Guidance:

The DOUBLE FINE ZONE (CA Code SR54) sign should be placed at major intersections to those portions of highways designated and identified as Safety Enhancement – Double Fine Zone, per CVC 42010, to advise motorists upon entering the highway that they are in a double fine zone.

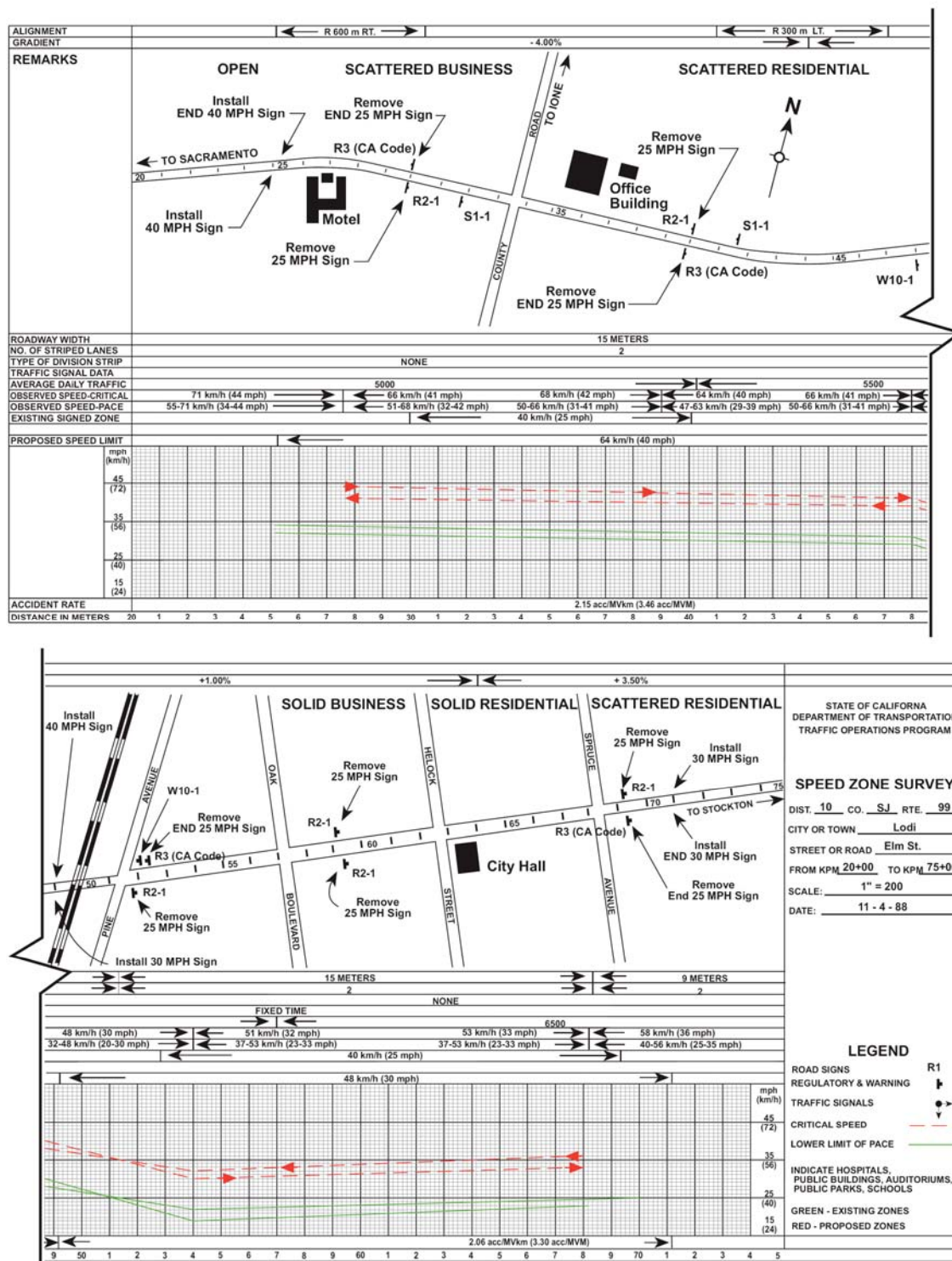
Section 2B.119 Garbage Prohibition Signs (CA Code SR22-1 and SR23-1)

Option:

The DUMPING PROHIBITED (CA Code SR22-1) sign may be placed at State highway facilities where unauthorized dumping of materials or garbage is prevalent.

The NO HOUSEHOLD GARBAGE (CA Code SR23-1) sign may be placed at State highway facilities where refuse containers provided for motorist convenience are being used to dispose of excessive amounts of household garbage.

Figure 2B-103. Example of Speed Zone Survey Sheet



NOTE: This scaled figure represents a 280 X 915 mm (11 X 36 in) size sheet.

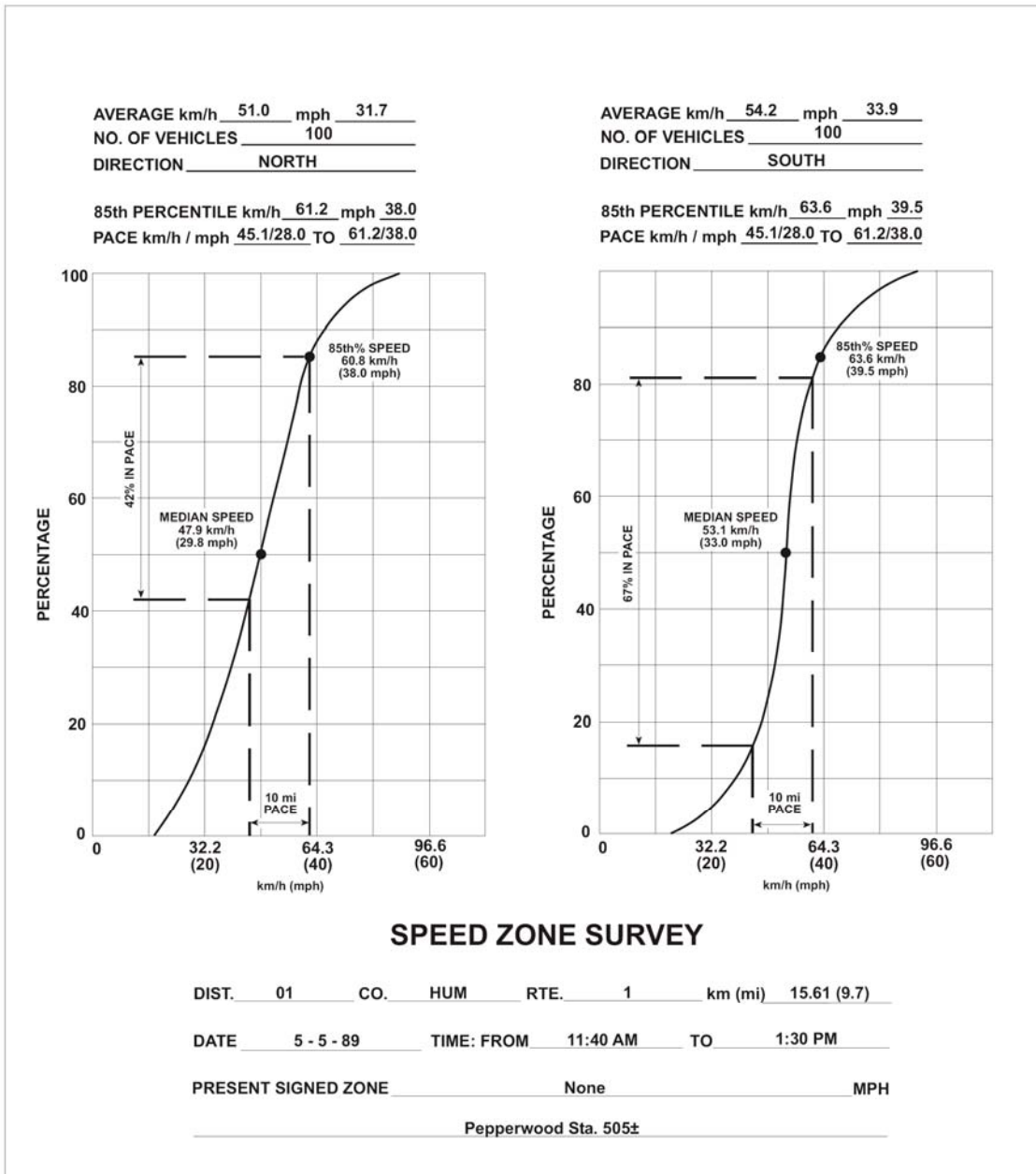
Figure 2B-104. Example of Cumulative Speed Curve Sheet

Figure 2B-105. Example of Vehicle Speed Survey Sheet for City and County Through Highways, Arterials, and Collector Roads

Jurisdiction _____ Date _____

Location _____ Weather _____

Recorder _____ Begin Time _____ End Time _____

mph	NUMBER OF VEHICLES						PERCENT OF TOTAL	CUMULATIVE PERCENTAGE
	5	10	15	20	25	30		
65								
60								
55								
50								
45								
40								
35								
30	X						1	100
	X						5	99
	X						4	94
	X						8	90
	X						5	82
	X						9	77
25	X						9	68
	X						15	59
	X						11	44
	X						7	33
	X						7	26
20	X						9	19
	X						1	10
	X						5	9
	X						2	4
	X						1	2
15	X						1	1
TOTAL NUMBER OF VEHICLES							100	

Other Considerations

Accident History :

Unusual Conditions :

Signed _____ Date _____ Title _____

Figure 2B-106. Example of Vehicle Speed Survey Sheet (For 40 MPH and Under)

Jurisdiction : _____

Residential Area or Subdivision : _____

VEHICLE SPEED DATA		
Location : _____		Weather : _____
Record : _____		Date : _____
		Begin Time : _____
		End Time : _____
mph	NUMBER OF VEHICLES	TOTAL OF EACH SPEED
40 & over	[Grid]	
35	[Grid]	
30	[Grid]	1
25	[Grid]	1
20	[Grid]	2
15 & under	[Grid]	3
	[Grid]	5
	[Grid]	11
	[Grid]	7
	[Grid]	6
	[Grid]	6
	[Grid]	4
	[Grid]	3
	[Grid]	2
	[Grid]	1
	[Grid]	0
	[Grid]	1
	[Grid]	1
mph	TOTAL NUMBER OF VEHICLES OBSERVED	54

CRITICAL SPEED CALCULATION

Total 54 divided by 6 = 9
 Count this number of vehicles down from the highest speed observed to determine the critical speed

← **CRITICAL SPEED = 26 mph**

Other Considerations : _____

Accident History : _____

Unusual Conditions : _____

Date : _____ Signed : _____ Title : _____